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Transurban chasing toll road monopoly

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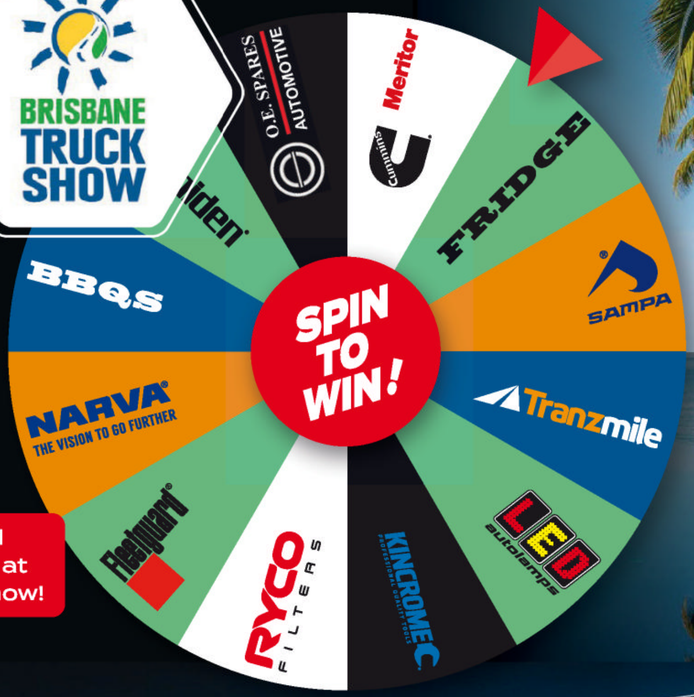
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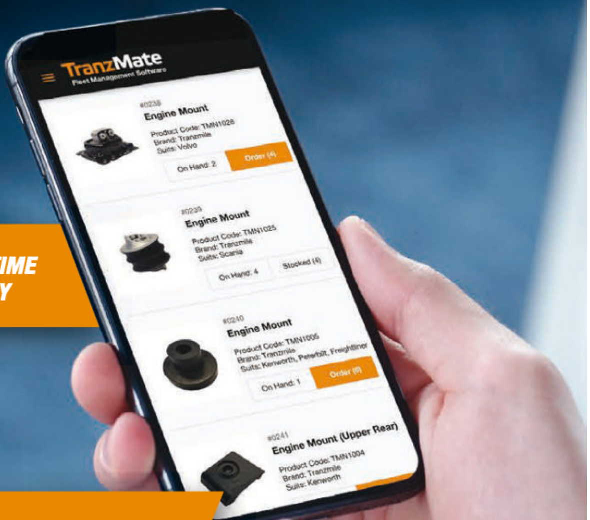
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BEHIND THE WHEEL *Greg Bush*

Biggest and best

Welcome to the May 2023 edition of *OwnerDriver* magazine. As you will noticed, this issue is a bumper edition due to the upcoming Brisbane Truck Show. Unfortunately, the extra pages meant a few extra trees may have been felled for the printing process (sorry Greenies).

One of the major features within these pages is a preview of the new Iveco S-Way range. Already available in Europe, the S-Way comes to Australia with high expectations following Iveco's move to relying totally on imported trucks. A

further analysis of the S-Way's performance will appear in OwnerDriver later in the year. For the time being, Brisbane Truck Show attendees will be able to view the S-Way from May 18 to 21 at the Brisbane Convention and Exhibition Centre.

Another feature of interest is the introduction of a big cab into Scania's high-powered R770 model. It's a welcome relief, especially for those big-boned drivers out there who need a little more room to stretch out.

A Scania story of a different kind also appears in this May edition, this time from across the ditch in New Zealand. Not only is it a profile on the truck's owner, it also gives a rundown on the differences between Australia and New Zealand truck configurations, weights and accessibility. Unfortunately, Scania, unlike other truck makers and importers, won't be displaying its wares in Brisbane, deciding to sit this one out.

Also appearing in this issue is a chat with Hino Australia's department manager – product strategy, Daniel Petrovski, who continues to outline the merits of its 300 Series hybrid model. As he rightly points out, you can go a lot further in a hybrid than an electric truck while still reducing fuel usage and, consequently, emissions.

Finally, our May Truck of the Month is a revamped 1990 Mack Super-Liner (pictured below). Just like Scania buyers, the Super-Liner's owner Ricky Blinco wanted a bigger cab in the evergreen unit. This was achieved, along with other modifications and refurbishments. Now, not only is the Mack back to work, it's also a means to keep the father-son tradition going within Ricky's operation.

For Brisbane Truck Show attendees, pick up a copy of the *OwnerDriver*'s May 2023 edition at Stand 255.

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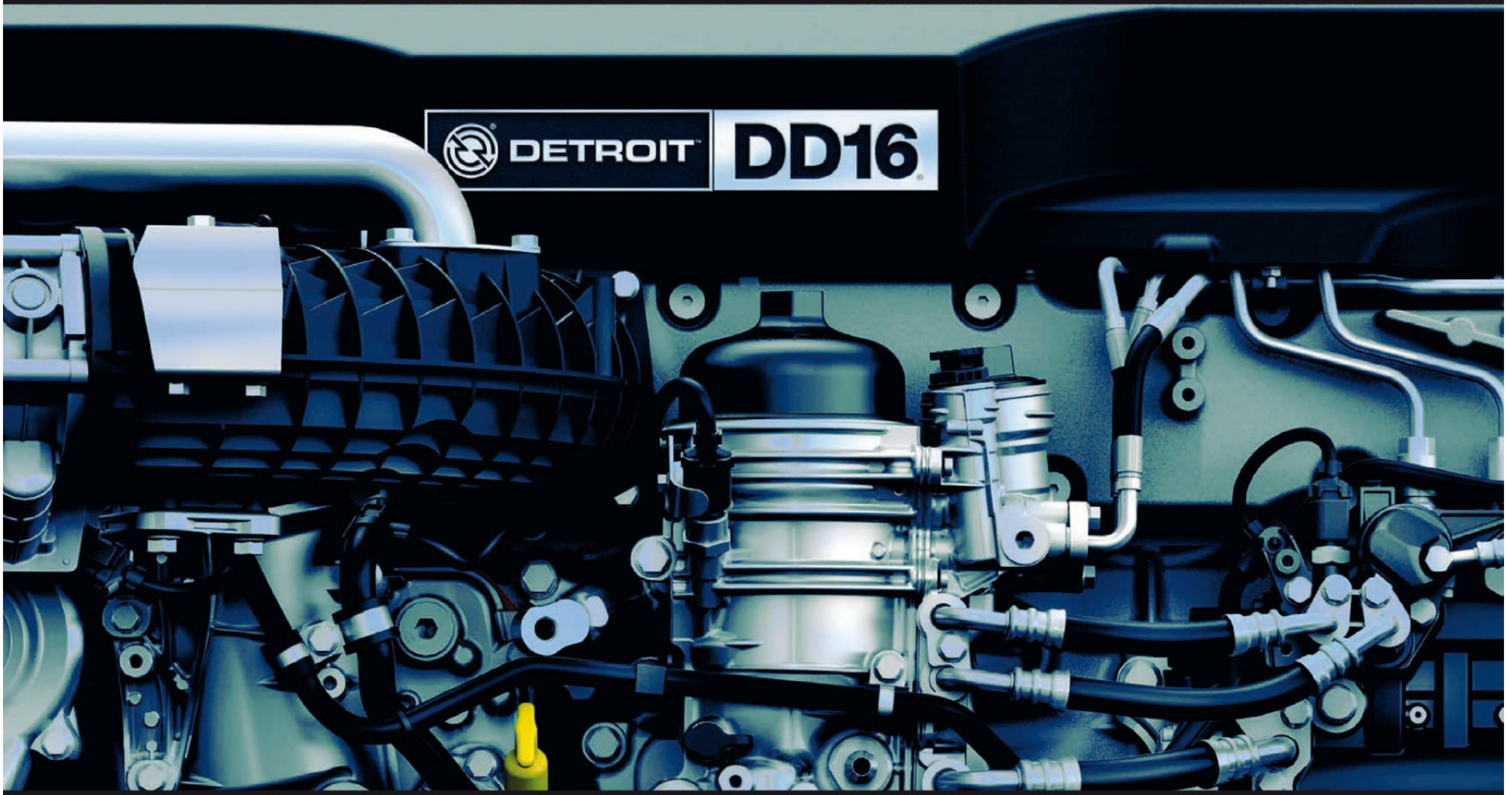

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Toll road giant chasing monopoly

NatRoad is urging the ACCC to block Transurban's fresh toll road grab

The National Road Transport Association (NatRoad) has voiced its opposition to tolling giant Transurban swallowing another operator in a submission to the country's competition regulator.

NatRoad was asked by the Australian Competition and Consumer Commission (ACCC) to contribute to its review of Transurban's proposed acquisition of Horizon Roads in Victoria, which operates the EastLink motorway in Melbourne.

NatRoad has opposed the deal which it says will have a negative impact on competition and open the way for higher toll charges for road freight operators.

"In our opinion, the proposed acquisition will increase Transurban's bargaining power and therefore result in a lack of price competition," says NatRoad CEO Warren Clark.

"We have strongly recommended that the ACCC consider the potential for increased toll charges and their impact on end consumers."

Clark says, as in New South Wales, Transurban already operates a significant number of toll roads in Victoria. "Toll traffic data is crucial in competing for toll road development, ownership and operation.

"The purchase could also limit the Victorian government's ability to influence or control future competitive processes for toll road concessions," he says.

Transurban provides electronic tolling and tag-issuing services under its Linkt brand, and in Victoria has interests in CityLink and the West Gate Tunnel, which is currently under construction. In NSW, it has a near monopoly on toll roads in and around Sydney.

"With the election of a new government in NSW, we are expecting real toll relief for truck drivers in that state but the creeping rise in tolls is something that needs attention nationwide," Clark adds.

"We have urged the ACCC to carefully consider our submission and to prohibit the proposed acquisition."

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48X

Designed specifically for Australia, the 48X is powered by the 450-525 hp Detroit DD13 Gen 5 or 500-600 hp DD16 engine, features a set-forward front axle, and has a bumper-to-back-of-cab (BBC) measurement of 113 inches yielding a flexible solution.

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Driver training boost in remote WA

Extra access to training now available for aspiring truck drivers in Western Australia's isolated rural regions

Western Australia's state government is rolling out its successful Heavy Vehicle Driving Operations training program to the Kimberley and Pilbara, to help train local people for local jobs.

The government says the expansion, funded as part of the 2023-24 State Budget, is expected to result in more truck drivers, including women and Aboriginal people, hitting the road.

Developed in collaboration with industry to address the truck driver shortage during the COVID-19 pandemic, the Australian-first program provides theoretical and practical hands-on truck driver training to train job-ready workers for the priority transport industry.

The additional $3.5 million investment in the program will support North Regional TAFE to deliver the training to around 350 participants in the Pilbara and Kimberley over a four-year period, providing employment opportunities for local people living in these regions.

It will also support the economy, including government civil construction projects, by providing a trained, local heavy vehicle workforce, and address the need for heavy vehicle driver training in the Kimberley and Pilbara.

Transport Minister Rita Saffioti says the course has been well received.

"It's fantastic to see such a strong uptake in the Heavy Vehicle Driving Operations course since it began two years ago, and this expansion will provide a much-needed boost to the transport industry in the Kimberley and Pilbara.

"With 350 participants expected through the course over the next four years, the McGowan Government is helping to create a pipeline of skilled workers for this essential industry well into the future.

"Supporting economic growth, industry diversification and greater regional engagement, remain our key priorities," Saffioti says.

Run in the metropolitan area from April 2021, and expanded to the South-West and Mid-West over the past two years, the state government says its Heavy Vehicle Driving Operations program trains new workers and upskills existing workers to combat skills shortages and supports the transport and logistics industry.

Training Minister Simone McGurk says the initiative helps to strengthen a vital sector of the economy.

"The McGowan Government's partnership with industry to deliver this course – the first of its kind in Australia - is helping to create the highly skilled and inclusive workforce needed for a strong, diversified and sustainable economy.

"Participants are given practical, hands-on experience, ensuring they're job-ready when they complete their course, and I'm particularly excited to see so many women taking up the opportunity.

"The Heavy Vehicle Driving Operations training program has helped hundreds of people gain employment in the heavy haulage industry, and I'm confident that success will be replicated when it's expanded to the Kimberley and Pilbara.

"Our 2023-24 State Budget continues important work towards removing barriers so all Western Australians can gain the skills needed for rewarding careers," McGurk says.

Since February 2023, of the 552 participants enrolled at a TAFE college to undertake the Heavy Vehicle Driving Operations program, 282 had achieved either a Heavy Rigid, Heavy Combination, or Multi Combination licence.

Significantly, around 30 per cent of participants in the course have been women, compared to the overall female representation among truck drivers in Western Australia being less than four per cent.

VOLUNTARY WIND UP CONFIRMED FOR SCOTT'S REFRIGERATED

Creditors have made the call on Scott's Refrigerated Logistics and its related companies, confirming the voluntary wind up at a creditor's meeting held on April 3 by video conference.

The legal notice released on the Australian Security Investment Commission's website sums up the state of play for Scott's Refrigerated Logistics.

"Notice is given that, on the resolution date set out below [April 3], the Company is taken, because of paragraph 446A(1)(a) to have passed a special resolution under s491 that the Company be wound up voluntarily," the statement says.

McGrathNicol's Shaun Robert Fraser is named as Liquidator, with Jonathan Henry, Jason Preston and Matthew Caddy as Joint Appointees.

The group, which is made up of six companies, entered into voluntary administration on February 27 as its executives deemed it unlikely it could trade out of the debt it had accumulated.

SCOTT'S
← TRUCK
PARKING AREA

As creditors moved to secure their invoices and the loans outstanding to Scott's RL, the hunt began to secure a new owner. While there were media reports of interest by a number of major transport groups, the deal could not be done in time.

Staff were told they were being made redundant at the start of March, and the work began to value the group's assets and prepare them for sale in a bid to recoup as much cash as possible to pay out creditors.

At the meeting on April 3, creditors were told the Scott's group had recorded average monthly losses of $8 million from 2021 onwards.

Other media reports indicate Scott's had borrowed against the value of its fleet in order to cover the losses, but by January 2023 it had a balance sheet showing it was $92 million behind in terms of its net assets.

Payment of employee entitlements, expected to be around $35 million, will fall to the Federal Government under the Fair Entitlements Guarantee, with liquidator McGrathNicol acting as the middleman in terms of verifying each employee's claim before it is put forward for payment.

For the drivers and businesses who contracted to Scott's RL, the future is unclear. They join the list of creditors, to be paid out of any money made through the sale of assets.

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Influencer backs truck safety message

Tik Tok personality Luisa Dal Din joins with the NHVR to deliver advice to young drivers

Don't Truck It Up – that's the key message behind phase two of the National Heavy Vehicle Regulator's (NHVR) young driver road safety campaign aimed at L plate and P plate drivers.

The NHVR has enlisted the help of Tik Tok influencer Luisa Dal Din to be the face of a series of Tik Tok style videos showcasing the dangers of getting too close to trucks when they're turning or stopping.

Dal Din has 120,000 followers on Tik Tok, about 46,000 on Instagram, and spends her mornings pushing the buttons for the Fitzy and Wippa breakfast show for Nova FM in Sydney.

She can be seen talking to a group of three young drivers and using physics, humour and shock to reinforce the dangers of getting it wrong when it comes to driving around heavy vehicles.

NHVR spokesperson Michelle Tayler says the combination of humour and shock-factor in the campaign is designed to grab the attention of young drivers, to help push the message of road safety and awareness around heavy vehicles.

"There are so many distractions in a young person's life, whether it be things like mobile phones or gaming, so we wanted to use these objects to show how quickly things can change when you make a wrong decision around a truck," she says.

"We know heavy vehicle safety may not be a big topic amongst young people, but our goal is to join the conversation and help teach inexperienced drivers how to safely share the road with a truck."

Above: Luisa Dal Din delivers a truck safety message on social media. Photo: YouTube

Last year Australia recorded 196 fatalities involving heavy vehicles.

Typically, around 70 per cent of incidents involving both heavy and light vehicles are the fault of the light vehicle.

The 'Don't Truck It Up' campaign includes 90 second, 15 second and 6 second spots appearing online on Instagram, TikTok, Snapchat and YouTube, reaching young people where they spend the most time.

It will also be supported through CSAs on billboards and radio.

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SCANIA

Radio to rock on in show country

Australian Truck Radio will broadcast live from the Brisbane Truck Show 2023 from May 18 to 21 with plenty of music, interviews and giveaways too

Led Zeppelin is one of many classic rock bands to feature on Australian Truck Radio

"We listen to you, because you listen to us". That simple motto is the beat that drives the decision making at Australian Truck Radio, a new digital radio station designed specifically with Australia's truckies in mind.

This month, Australian Truck Radio will be on tour, setting up shop on the mezzanine level in Merchandise Alley at the Brisbane Truck Show 2023.

The station's founder and music director Simon Smith says the Australian Truck Radio stand will be the place to be for great music, interviews, merchandise giveaways, and competitions, including a daily prize draw supported by telematics experts – WHG Technologies.

He says the whole team is looking forward to the opportunity of meeting show goers in person and being part of the biggest event on the trucking calendar this year.

Every day the word is spreading about Australian Truck Radio and the benefits of its digital app that enables truckies to simply lock on to the music that they love and have it follow them as the drive through country towns and across state borders, without having to reach for the tuning dial.

Scheduling with his audience in mind, Smith says the station's playlist is wide, eclectic and constantly evolving to meet the requests of its audience and limit repetition as much as possible.

He says with drivers locked on for hours on end as they traversed the long highways of Australia the station aims to become part of the journey – another voice around a virtual campfire where truckies across the land share the same experience at the same time.

Smith says the Australian Truck Radio Studio Hotline (0401 912 255) has been a popular addition this year with more and more truckies texting in to share their anniversaries, news, shout outs, birthdays and song requests.

The Australian Truck Radio app, in both android and Apple format, is available for downloading at www.australiantruckradio.com.au and the station is also on Facebook.

With just days to go until this year's Brisbane Truck Show, Smith is encouraging listeners to save up their song requests and drop by to hear them played live on air.

"Be sure to drop by anytime to grab some Australian Truck Radio merchandise and meet the team behind Australia's 24/7 national radio station for truckies," he says.

"I look forward to seeing you there. If you haven't already, make sure you download our free app to listen live, all day, every day, across Australia."

CLASSIC CHEVY TO SUPPORT MND RESEARCH

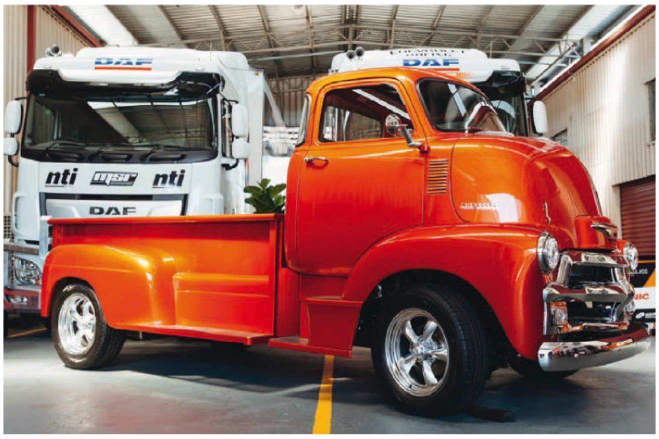
A 1954 Chevrolet pickup truck, first spotted on a farm in the US and brought to Australia, is the latest vehicle to be restored and raffled to raise funds for Motor Neurone Disease research.

The truck, named Daphne, is the sixth to be raffled for MND and Me Foundation by Australia's largest transport and logistics specialist insurer, National Transport Insurance (NTI).

NTI has raised more than $1.5 million over five years for MND research, and CEO Tony Clark said he was thrilled to announce the organisation's next vehicle.

"Daphne is a 'hot lava orange' pickup truck, built with a 1954 Chevrolet cab over engine body on a 1969 Chevrolet C-20 Pickup chassis. While the truck might be mid-century, she's got modern features, including a 460hp LT1 Chevrolet Performance engine," Clark says.

"Daphne was found on a farm in the USA and purchased by a young Australian working there. Its original owner was supportive of the re-sell once she'd heard about how it would be restored and raffled for the MND cause.



"Our commitment to raising funds for MND research comes after NTI's former CEO Wayne Patterson lost his battle with the disease in 2018. We established the official NTI MND Research Grant to help fund research into treatment and to ultimately find a cure."

NTI says its 2023 truck restoration has been made possible by generous donations, and general manager Marketing for GM Aust and NZ Chris Payne said they were excited to be teaming up with NTI and Matt Stone Racing on a vehicle for a fantastic cause.

"For many years Chevrolet Performance LS crate engines have been the logical choice for builders of special project vehicles like this one. This project truck is a terrific example of how the latest generation LT engines can now be used to provide big horsepower and incredible reliability, and really make it a special prize to help bring attention to MND research," he said.

Matt Stone of Matt Stone Racing says it was an added bonus that such a fun project was for a good cause.

"Our biggest contributing factor has been the time and the effort that's gone into getting the work done and getting the truck built, juggling that with our busy racing schedule.

"It's a great project to be involved in, with a lot of work in a short amount of time, but thankfully we come from a motorsport background so that's something we're used to," Stone says.

"Partnering with the NTI crew who are very passionate about both the cause and the project meant that it was something exciting to be involved in."

The truck will be displayed at the 2023 Brisbane Truck Show (May 18 to 21) and Cooly Rocks On Festival (Gold Coast, June 7 to 11), with the raffle being drawn at the NTI Supercars Round in Townsville in July.

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HALLAM
TRUCK CENTRE

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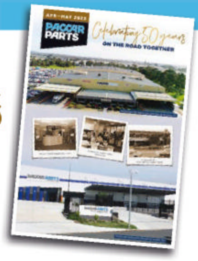

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A

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Ideal For Use On All Metals
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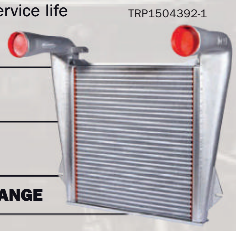

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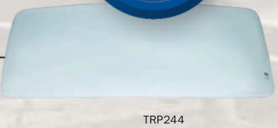

TRP244 P **$239** **$289**
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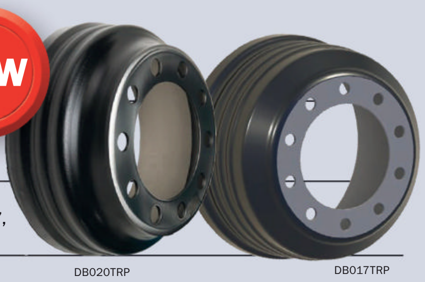

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* Calls from Australian landlines are generally free of charge whilst calls from mobile phones are typically charged based on the rate determined by the caller's mobile service provider. Please check with your mobile service provider for call rates.

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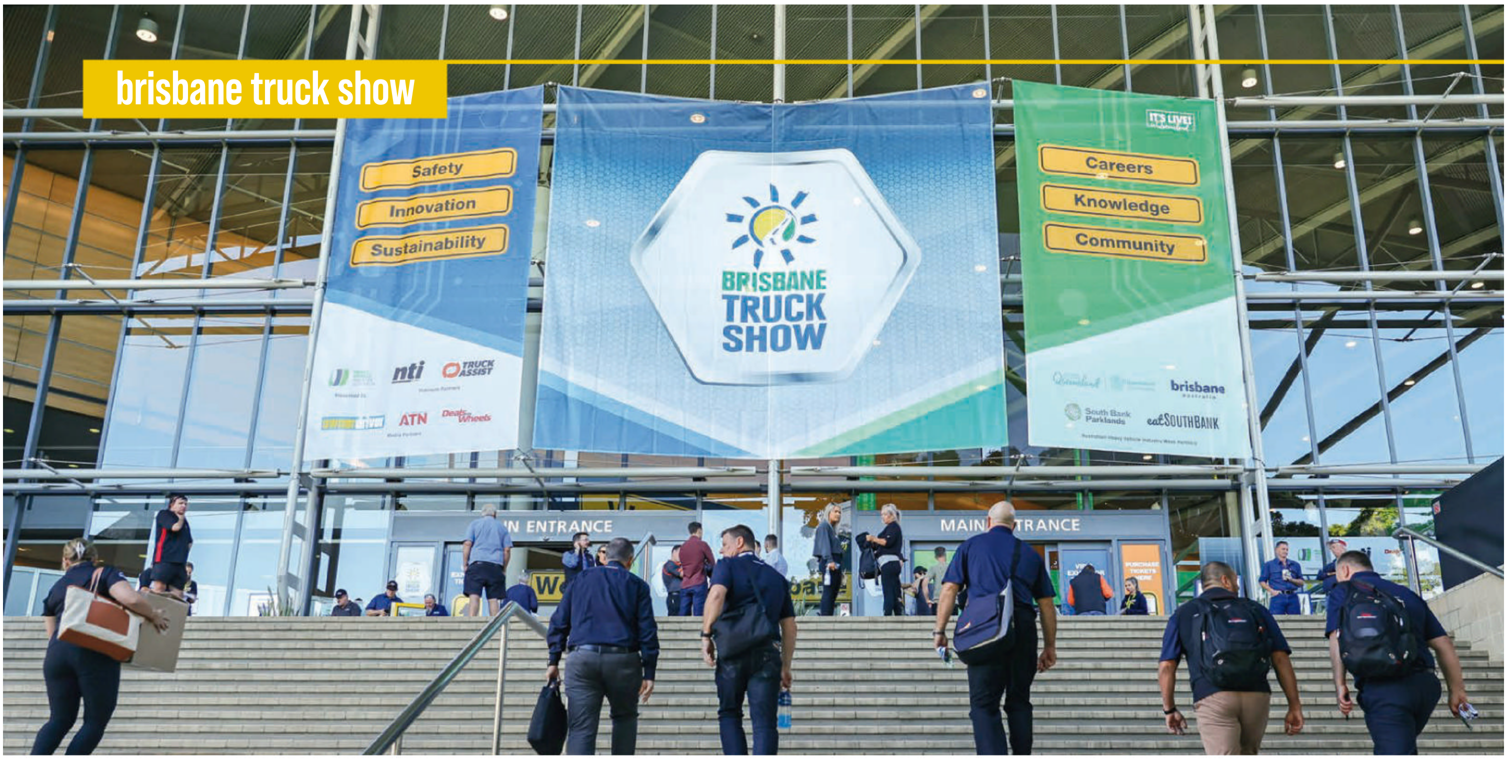

TRUCKING'S FUTURE ON SHOW IN BRISBANE

The 2023 Brisbane Truck Show, the focal point of Australian Heavy Vehicle Industry Week, is set to enjoy a growth spurt as the trucking industry celebrates its status as the largest event of its type in the southern hemisphere

Australian Heavy Vehicle Industry Week 2023, officially launched at South Bank, Brisbane on April 18, is set to boast the country's biggest ever program of heavy vehicle events and activities, as well as the largest display of zero emissions vehicles in the southern hemisphere.

The initiative is facilitated by industry body Heavy Vehicle Industry Australia (HVIA), owners and organisers of the Brisbane Truck Show, which is recognised as the largest automotive business event in the southern hemisphere.

Australian Heavy Vehicle Industry Week will be held from May 15 to May 21, with the Brisbane Truck Show running from May 18 to May 21.

HVIA chief executive Todd Hacking says this year's event will be the biggest and the most innovative heavy vehicle events program to be delivered in Australia to date.

"It is a tremendous honour and thrill to host Queensland's biggest business to business event, which is expected to contribute $40 million to Queensland's economy.

"In particular, I would like to acknowledge the tremendous assistance and support we receive from the Queensland Government and Brisbane City Council who work with us to deliver this world leading industry event.

"With an extraordinary program of informative, interactive and educational activities we expect 40,000 attendees to the Brisbane Truck Show over four days, helping to book out over 70,000 hotel room nights across the city," Hacking says.

"Capital equipment purchases at the event and flow on business transactions are expected to reach the hundreds of millions of dollars. The strength of our country's vital heavy manufacturing sector will proudly be on show for all the world to see.

"A key focus for this year's program is sustainability and environmentally friendly transport," Hacking continues.

"We will feature the future of heavy vehicle technology including the largest display of zero emission vehicles in the southern hemisphere including hydrogen fuel cell and battery electric vehicles, hybrids, renewable diesel and much more."

Hacking adds that Volvo Group Australia, celebrating 50 years of Australian manufacturing in Wacol, Brisbane, is using the Brisbane Truck Show to expand its customer knowledge about their new Volvo EV trucks which will be made in Brisbane from 2025.

Volvo Group Australia president, Martin Merrick says the event is an opportunity for everyone to get a glimpse of the future of transport, a vital industry that lies at the heart of the Australian economy.

"It is no secret that we are on a zero-emissions journey both globally and locally," Merrick says.

"By 2030, at least 30 per cent of the new trucks we sell globally will be either electric or utilising a zero-emissions power source.

"We intend for that figure to rise to 100 per cent by 2040.

"Electric trucks will bring lower running costs, lower emissions, and more choice for trucking operators.

"But most importantly they make our cities and urban environment a better place to live and work," Merrick says.

"We are expanding our electric offering with a view to manufacturing heavy electric vehicles right here in Brisbane by 2027."

Brisbane City Council Deputy Mayor, Krista Adams, says the Brisbane Truck Show was a major business and tourism drawcard for the city.

"Brisbane City Council is a proud supporter of this event, which has grown to become a highlight on the city's jam-packed events calendar," Cr Adams says.

"Brisbane is a vital hub for road transport and the logistics industry, which supports thousands of jobs for locals.

"The Brisbane Truck Show will also be a massive boost for the events industry, attracting 40,000 people to the city thanks to an exciting line-up, including free and affordable

QUIETLY
AUSTRALIAN HEAVY VEHICLE INDUSTRY WEEK

RIGHT: Brisbane City Council Deputy Mayor Krista Adams and Heavy Vehicle Industry Australia chief executive Todd Hacking look on as Volvo Group Australia addresses the media at the Australian Heavy Vehicle Industry Week launch in April

OPPOSITE TOP: The Volvo FL Electric will form part of a big EV display during Australian Heavy Vehicle Industry Week in Brisbane

OPPOSITE BOTTOM: The National Apprentice Challenge will take place at the South Bank Piazza on May 18 and 19, this time with a Western Star truck

events for the whole family," she says.

Hacking says the heavy vehicle industry had shown incredible resilience and tenacity over the last few years, helping to keep the country moving through drought, bushfires and the pandemic.

"Our ability to support the largest accelerated increase in online shopping in the world's history is testament to the sector's character, agility and capacity to scale and deliver in the face of extraordinary challenges," Hacking adds.

"This year we celebrate our achievements as an industry and also demonstrate our commitment to, and embrace of, innovative, sustainable and environmentally friendly transport technology.

"We have also partnered with industry and mental and wellbeing charity, Healthy Heads in Trucks and Sheds, to support the mental health of our greatest asset, our people."

Hacking says the events throughout the week were designed for the community to enjoy.

"We invite every Queenslander and visitors to the state to come and see it for themselves along with a huge program of free entertainment, here in South Bank."

> "THE STRENGTH OF OUR COUNTRY'S VITAL HEAVY MANUFACTURING SECTOR WILL PROUDLY BE ON SHOW."

EVENT TIMETABLE

Australian Heavy Vehicle Industry Week 2023 will run from Monday, May 15 to Sunday, May 21 May in Brisbane. The week incorporates the following heavy vehicle events:

- Brisbane Truck Show at the Brisbane Convention and Exhibition Centre (BCEC)
- South Bank Truck Festival (South Bank Parklands)
- Mack Anthem Truck built by Lego bricks as a Guinness World Record attempt
- Rock on Riverside Live @ South Bank concerts
- Electric Avenue – zero emission trucks display on Little Stanley Street
- Heavy Equipment and Machinery Show (Brisbane RNA Showgrounds, Bowen Hills)
- Heritage Truck Show (Rocklea Showgrounds)
- National Apprentice Challenge at the South Bank Piazza

PROGRAM HIGHLIGHTS

Key highlights of the program include:

- The largest display of zero emissions heavy vehicles in the southern hemisphere
- Electric Avenue display on Little Stanley Street, South Bank
- Brisbane Truck Show (BCEC)
- Complimentary community concerts in South Bank Parklands Riverside Green (Friday 19 and Saturday May 20), co-presented by Live at South Bank, Eat South Bank, QMusic. The Live at South Bank program is supported by the Australian Government Restart Investment to Sustain and Expand Fund. Features The Superjesus and Australian Rock Collective plus many more (see page 67)
- Full scale replica Mack Anthem built from Lego bricks, celebrating 60 years of Mack Trucks being manufactured in Queensland
- The battle of Australia's best automotive apprentices at the HVIA National Apprentice Challenge, featuring a crowd of almost 2,000 students from an anticipated 50 high schools to experience the diverse and rewarding career opportunities.

What We're Doing
NATIONAL APPRENTICE CHALLENGE
HOLMWOOD
ISUZU

IVECO S-WAY TO STAR AT BRISBANE TRUCK SHOW

Attendees at this year's Brisbane Truck Show (BTS) will be able to take an in-depth look at one of the country's most eagerly anticipated new heavy-duty truck models – the Iveco S-Way

With its stunning cabin design, highlighted by a prominent grille, angular headlamps and clever front bumper integration, S-Way delivers contemporary aesthetics that are immediately striking, while under the skin, models feature the latest in European technology including advanced Euro6 (Step E) engines matched to market-leading Automated Manual Transmissions.

The S-Way launch completes IVECO Australia's transition to a full importer and distributor of commercial vehicles, with the model joining its European-produced light and medium duty stablemates, the Daily and Eurocargo, along with its extensive off-highway line-up which incorporates Daily 4x4, Eurocargo 4x4, T-Way and Astra.

The transition to a fully imported model range helps streamline Iveco's operations and carries considerable benefits for the brand and its customers, including allowing Iveco ANZ to closely align model introductions with Iveco Europe, bringing the latest technology and innovation to local markets faster.

But while the S-Way ushers in a new era for Iveco as an exclusive European manufacturer, the model – along with the broader Iveco line-up – still has strong connections with Australia, with considerable input being provided by Iveco Australia engineers during development to make the range fit-for-task for Australian and New Zealand road transport applications and conditions.

Local engineering and validation teams have played a major role in trialling the range over the last 18 months, with test vehicles amassing thousands of kilometres in a variety of real-world operating environments at full GVM. As a result of this input S-Way models will feature several exclusive-to-our-market specifications and configurations including a B-double variant.

The S-Way range comprises both rigid (6x2, 6x4 and 8x4 – with load share front suspension) and prime mover (4x2 and 6x4) variants with GVM and GCMs for the new range spanning from 18,200kg to 27,600kg (GVM), and from 50,000kg to 70,000kg (GCM) for prime movers and 27,600kg (GVM) and 70,000t (GCM) for selected rigids (13l 6x4 and 8x4 models).

To experience the new S-WAY range, please visit IVECO at stand 58 at this year's Brisbane Truck Show.

Continental
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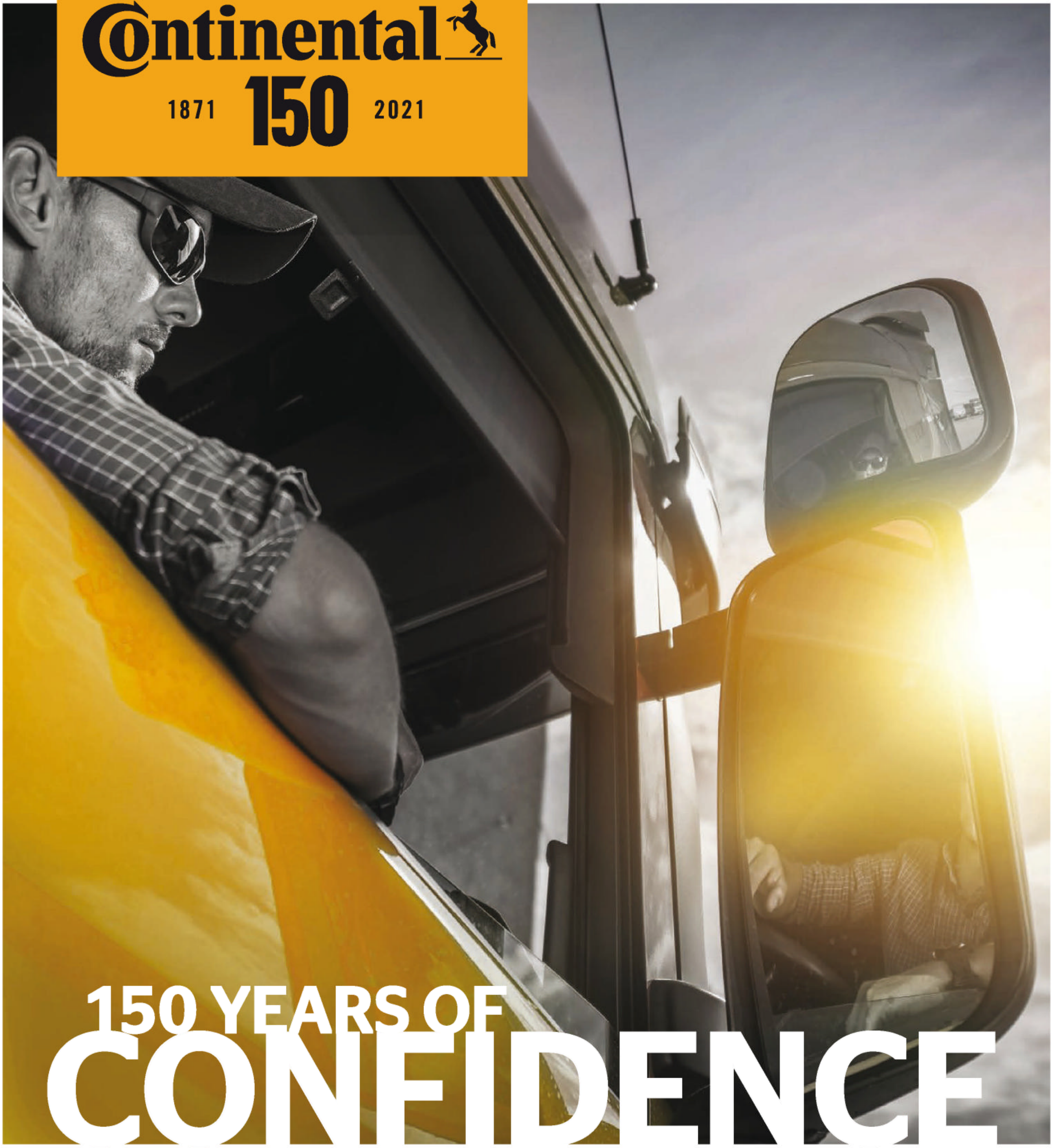
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TRUCK FESTIVAL ADDS GLITZ TO SOUTH BANK

The South Bank Truck Festival will again light up Little Stanley Street with some of the best the industry has to offer on show during Australian Heavy Vehicle Industry Week

An extension of the Brisbane Truck Show, the South Bank Truck Festival will give locals along Brisbane's South Bank an up-close and personal experience with the best innovations the industry has to offer.

From the latest EV trucks to specialised transporters and revolutionary high-productivity trailers, the South Bank Truck Festival looks to be the biggest one yet.

Healthy Heads in Trucks & Sheds' striking Road Show truck is one of many displays to appear on Little Stanley Street. Provided by foundation partner Paccar, the DAF LF Road Show truck travels around the country promoting the prevention and understanding of mental health issues in the road transport and logistics sector.

The truck's onboard facilities include a boardroom and consulting space which is available during the week to offer free medical checks as well as sharing information about how to support your own well-being and create workplaces that are psychologically safe.

"Healthy Heads in Trucks & Sheds is proud to be this year's Official Charity Partner of Brisbane Truck Show," CEO Naomi Frauenfelder says.

"Having our Road Show industry activation vehicle on site is such a fantastic opportunity to showcase the work we do to support transport, warehousing, and logistics workers across Australia.

"Healthy Heads encourages everyone to download our Healthy Heads App so that they can start their journey in improving their mental health and well-being.

"A critical first step to supporting mental health is awareness of the issue and knowing that you don't have to be an expert to make a difference in the lives of your workmates, friends, and families.

"Healthy Heads understands how critical connecting with others is to our ongoing mental health and wellbeing. The Brisbane Truck Show is a great opportunity for those from across the industry to come together, share a friendly chat and refuel our wellbeing."

Heart of Australia

Heart of Australia's HEART 4 Truck is another to be on show at Little Stanley Street.

What looks like a regular Kenworth K200 towing a trailer, HEART 4 is one of five specialist medical trucks from Heart of Australia that travels across Queensland delivering specialist healthcare to rural communities.

The brainchild of renowned cardiologist Dr Rolf Gomes, Heart of Australia and its team will have HEART 4 – the program's specialist mobile cardiac clinic – open and operating on the Little Stanley Street display during the South Bank Truck Festival.

Heart of Australia says the natural connection it has to the transport sector and the bush made the decision to attend an easy one.

"The trucking industry has always been a strong supporter of Heart of Australia's mission to deliver specialist medical care to rural and regional communities," Heart of Australia says.

"Paccar Australia was one of the first partners to come on board and has been with us every kilometre of the way, donating two Kenworth K200 prime movers for HEART 1 and HEART 2 and then more recently providing two DAF prime movers to be the driving engines for our fourth and fifth Heart Trucks.

"We needed to deliver excellent specialists to the bush, but we also needed to transport the state-of-the-art medical equipment that the specialists needed to diagnose and treat patients. We wanted them to have their entire toolbox, not a mini or travel version, and we needed all that equipment to be protected and well-calibrated as they travelled through regional Queensland.

"We wanted patients to be treated in a modern, state-of-the-art medical clinic, despite being thousands of kilometres away from the city, the only vehicle that was going to be able to deliver on these demanding requirements was a custom-designed, oversized truck.

"The commitment that the trucking industry has shown for reducing health inequity for people living in the Australian bush continues to impress and inspire us to continue to do the work we do.

"It's been clear since the very beginning that the trucking industry is with us on this journey to deliver specialist medical services to the bush.

"Every kilometre we travel – they're supporting us to be there. Every time we step up to do more, expand the service, help more people, the trucking industry steps up with us – just as Paccar Australia has done by donating the prime movers for both HEART 4 and HEART 5."

BELOW: Heart of Australia's HEART 4 trailer contains a specialist mobile cardiac clinic

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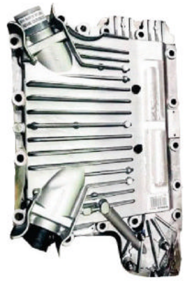

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Modulator ZF Astronic For DAF, Iveco & Man. S38. TA952388.
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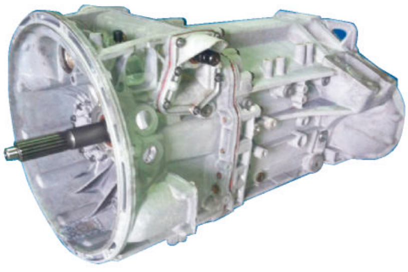

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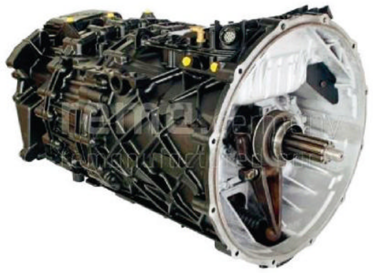

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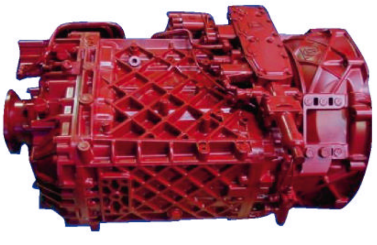

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RTE'S DOUBLE DECADE CELEBRATION

Rocklea Truck Electrical will be highlighting its broad range of products and services at the Brisbane Truck Show

It's been a big year so far for Rocklea Truck Electrical (RTE). The company, founded by Kim and Brock Macdonald, is deservedly celebrating its 20th year of operation – 20 years of growing, learning, perfecting and pleasing.

The company, which began as a small auto-electrical workshop nestled in a tiny corner of Rocklea's industrial estate, has grown into one of Australia's leading truck customising facilities. Specialising in fitting home-grown Sleeper Air systems designed specifically for Australian conditions, as well as manufacturing and fitting all manner of shiny parts for many makes and models.

From its small shared Rocklea shed back in 2003 the company is now in a state-of-the-art facility in Darra, south-east Queensland. Where once a single truck with its doors open would fill the shed, the facilities now have 14 permanent bays, five service bays and parking for over a dozen more trucks.

Beginning purely as an auto electrical one-man band, RTE has grown exponentially over its two decades of service to the transport industry. Auto Electrics is still a large part of the business, however these days there is nothing that can't be done in-house to any make or model truck.

RTE design, build and fit its own Sleeper Air system – a system perfected over RTE's 20 years of operation to handle the unique Australian conditions.

www.rocktruck.com.au
RTE900

The Rocklea Truck Electrical team are celebrating 20 years in operation this year

When it comes to preparing and presenting trucks, the new RTE facilities can handle it all. Inside the 3000 square metre facilities you will find laser cutting machines, brake presses, industrial rollers and many other machines that allow the company to custom design and build whatever creative idea the team comes up with to ensure each truck hits the road looking a million dollars.

Brock and Kim want to thank all their loyal staff and customers and suppliers for helping them achieve the success they have garnered. Congratulations RTE!

To find out more about Rocklea Truck Electrical, visit Stand 66 at the 2023 Brisbane Truck Show, held at the Brisbane Convention and Exhibition Centre.

HYUNDAI TO SHOWCASE 4X2 EV

Hyundai enters the Australian EV truck market with the Mighty electric 4x2

HYUNDAI
MIGHTY electric
EV PWR

Hyundai Motor Company Australia is entering the electric commercial vehicle market with the arrival of the 4x2 Mighty electric truck, shown for the first time in public at the Brisbane Truck Show.

Rated at up to 7.3-tonnes GVM, with a payload of up to 3.5-tonnes and a laden range in excess of 200km, the Mighty electric truck is said to be perfect for final mile deliveries for operators seeking a zero-tailpipe emission vehicle.

It is quiet and smooth to drive and comes with many safety and comfort features. Trucks displayed will feature a flatbed and a pantech box, with further body options available once sales commence. The Hyundai Mighty electric truck is powered by a 120kW, 320Nm traction motor fed by a 114.5kWh battery system with rapid DC charging capability that can replenish the batteries from 10 per cent to 100 per cent in under 70 minutes.

Deliveries begin mid-year via a national network of commercial vehicle dealers. A five-year/200,000km vehicle warranty and eight-year/400,000km battery warranty are standard.

The Hyundai Mighty electric truck also features Forward Collision-avoidance Assist, Lane Departure Warning and Electronic Stability Control.

See the Hyundai Mighty electric truck on Stand 112 at the Brisbane Truck Show.

TIME'S UP FOR TIRED UTES

Isuzu ready to get to work at the Brisbane Truck Show

The growing number of Australian trades opting for a light-duty truck in place of a ute will form a key part of the messaging and product presentation on Isuzu's stand at the upcoming Brisbane Truck Show.

Off the back of persistent COVID interruptions since 2020, Isuzu will charge into the Brisbane event showcasing its industry-leading, pre-built Ready-to-Work (RTW) range stretching across both light-duty N Series and medium-duty F Series models.

The truck line-up is part of an all-encompassing offering that includes power solutions, care, service agreements, parts, accessories, technician recruitment and merchandise. Plus some other showstopping displays.

The return to the Brisbane Truck Show comes after Isuzu marked its 34th consecutive year of truck market leadership with a record 13,360 units sold in 2022. This year has also kicked-off on the right note with outstanding first quarter sales figures recorded to date.

For the first three months of 2023 Isuzu Australia Limited (IAL) delivered 1,792 units in the light truck segment for 29.8 per cent share. Of significance are these latest figures when compared to last year's record performance, representing an increase of 585 vehicles or 48.5 per cent.

In the medium-duty segment Isuzu sold 933 units between January 1 and March 31, a total market share of 53.6 per cent. Looking back at the same period last year and Isuzu has increased its sales performance by 23.9 per cent or 180 units.

In the light-duty space Isuzu are continuing to forge an unshakable reputation in this critical market segment. The brand's market-leading N Series display in Brisbane will include a cross-section of variants including representation from a broad GVM span covering all manner of applications and end-uses.

As always, safety remains a top priority with all light-duty 4x2 N Series RTW models bearing the next generation of trucking safety with Isuzu's intelligent Advanced Driver Assistance System (ADAS).

The system includes Advanced Emergency Braking system (AEB) with Forward Collision Warning (FCW), Lane Departure Warning system (LDW) and unique to Isuzu, the Traffic Movement Warning (TMW) feature, just to name a few.

Pioneered in 2006, Isuzu RTW range simply does it best for Australian tradespeople. Be it the industry leading three-year warranty on the body or the enormous range of drivers' licence, two-pedal variants, Aussie tradies everywhere are calling time on their utes and realising genuine business efficiencies on offer within the Isuzu RTW range.

Onwards and upwards

The N Series Ready-to-Work range is getting the job done on the NSW-Victoria boarder with 23 Carpentry growing its business and truck fleet with addition of an NQR 87-190 AMT Tipper to its range of smaller NLR Tippers.

"We already had a range of Isuzu NLR Tippers, which are very convenient for the staff to drive on a car licence, but we needed something specifically to transport machinery and materials to job locations," explained managing director Paul Seaton.

"The NQR Tipper ticks all the boxes—it's able to carry the load we needed and comes with a 3.8 metre tray, so we can use it for delivery to forklift material on and off."

Large and in charge

Sure to take a look at the Isuzu stand this year will be Brisbane-based landscaper Mariner Rood who recently invested in a larger Isuzu FSR 140-260 Tipper for his Revive Landscape Construction fleet – to meet with growing demand and reduced down time.

"I can fit about seven cubic metres in each load, so that works out to four-and-a-half loads. In my old truck that would have taken 11 loads!" Mariner said.

"There's less trips and less hours you've got to spend on the road. That's pretty much the reason I bought it ... I go and pick up the bobcat. I can just fill the truck up, put the trailer on, chuck the machine on, and I can go home from there."

Piece of mind

All new Isuzu trucks within the Ready-to-Work range (with the exception of 4x4 models) are covered by Isuzu's industry-leading 6-year warranty on the cab-chassis and 3-year warranty on the body, plus 6-years of Isuzu's 24/7 Roadside Assist.

The importance of the Brisbane Truck Show for Isuzu will see the very best experts on the stand throughout the show. Any conceivable question can be answered across the range of vehicles and every application, extending through to sales and service.

Isuzu Trucks' impressive display will be at Stand 52 in Hall 2 at the Brisbane Convention and Exhibition Centre from 18-21 May. Further information on the event can be found at www.brisbanetruckshow.com.au

ABOVE: Based on the NSW-Victoria border, 23 Carpentry has added an NQR 87-190 AMT Tipper to its range of smaller NLR Tippers

BELOW: Brisbane-based landscaper Mariner Rood has added an Isuzu FSR 140-260 Tipper to his small fleet

MORE THAN JUST PARTS

If it's great service, years of experience and high-quality aftermarket truck parts you're looking for – Moore Truck Parts has you covered

> "MTP IS NOW THE LARGEST SUPPLIER OF QUALITY AFTERMARKET TRUCK PANELS AND LAMPS IN AUSTRALIA."

The story of Moore Truck Parts is a story that's been more than four decades in its making.

The family business first opened its doors in 1980, determined to offer customers great aftermarket parts to help keep businesses to keep the wheels turning, without breaking the bank.

MTP is owned by Peter Moore who works alongside his son Luke who operates as the company's manager.

They have clocked up more than 50 years' combined experience between them when it comes to sourcing and selling parts to fit all manner of trucks.

They are also both qualified panel beaters and know firsthand how important it is to have the right parts on hand at the right time.

From a single shed 43 years ago, the business has grown to have offices at Smeaton Grange in New South Wales, Staplyton in Queensland and Adelaide in South Australia.

Over time they've built strong relationships with suppliers and loyal customers and constantly expanded and honed their range to match the needs of the market.

MTP is now the largest supplier of quality aftermarket truck panels and lamps in Australia – carrying a wide range designed to suit Japanese and European trucks such as Hino, Isuzu, Mitsubishi, DAF, Scania, Volvo and more.

The business is currently looking at expanding into the supply of aftermarket parts for American trucks such as Kenworth, Mack and Freightliner too.

All of MTP's new parts are checked for quality and come with a lifetime replacement warranty guarantee (T&Cs apply) that allows customers to have confidence in their purchase.

With a thorough knowledge of the demands of the industry, Moore Truck Parts offer next day delivery to Sydney metro areas for orders placed before 9am and "the most cost effective and/or free delivery on selected multiple parts to the east coast of Australia (NSW, VIC & QLD) for all orders placed online".

A small fee is charged for delivery to the rest of Australia and/or overseas, and delivery times in these cases depend on each individual freight company.

The friendly team at MTP, continuously go above and beyond to help their loyal and new customers.

If MTP does not stock the part or parts you are after, their team will do their utmost to find it for you or to point you in the right direction.

So, if there is a truck part or some truck parts you're after, it is always worth a call to MTP on 1800 044 909 or an email sales@mooretruckparts.com.au to see how they can help.

Alternatively, check in with Moore Truck Parts at Stand 186 at the Brisbane Truck Show.

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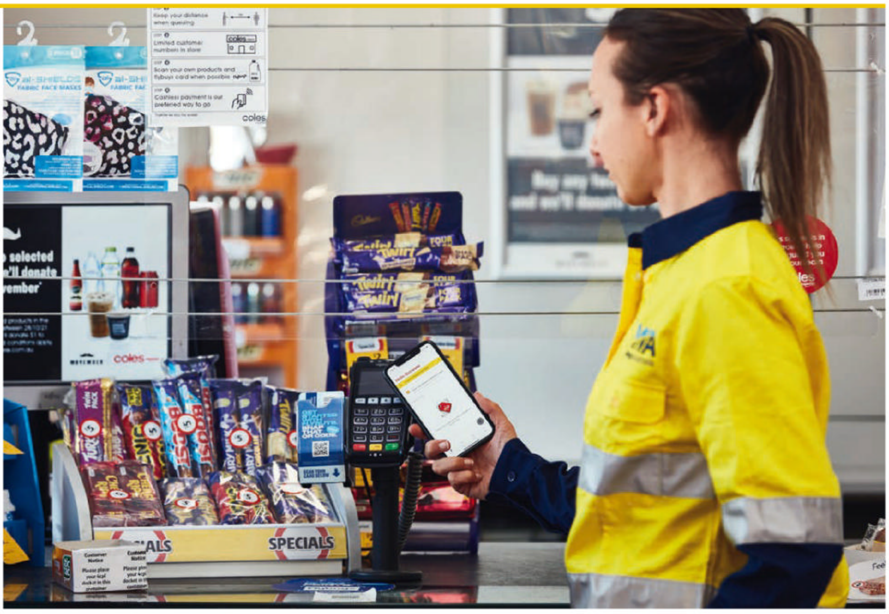
SHELL CARD CAFES SET TO POWER UP IN BRISBANE

The team at Shell will be busy in Queensland this month, sponsoring five cafes at the Brisbane Truck Show and opening a new truck stop at Currumbin on the Gold Coast



Brisbane Truck Show attendees will have the chance to win a classic Shell heritage-style petrol bowser fridge

The distinctive yellow and red shell symbol of the Shell fuel stations will be served up alongside thousands of coffees and snacks in May as an expected crowd of more than 40,000 people converge for the 2023 Brisbane Truck Show.

Shell, and parent company Viva Energy, will be out in force this year.

Aside from Shell branding on the show's cafes, the Viva Energy stand on the mezzanine level will showcase the past, present and future of the Shell and Viva Energy brands in Australia.

One highlight from the past that is sure to capture the imagination of attendees is a colourful 1954 Morris fuel delivery truck that has been lovingly restored as a reminder of yesteryear.

Viva Energy's transport marketing manager Nick Lubransky says visitors to the Viva Energy stand will be able to read about Shell's 120-year heritage in Australia, learn about the group's current range of products, fuels and lubricants, and explore the options Viva is working on for a lower carbon future – ranging from hydrogen fuel to bio-diesel, hydrogenated vegetable oil and diesel that has had its carbon off-set along the way to being sold.

There will be a chance to win classic Shell heritage-style petrol bowser fridge and other spot prizes along the way too.

For those interested in the Shell Card there will be information on the latest upgrades to the Shell Card GO App which now allows fleet managers to view their account details, see available spend, cancel cards, update card permissions or add or remove drivers, all from their mobile phones.

For truck drivers, Shell Card GO's benefit list includes making it possible to pay for fuel without leaving the truck, providing a single space to store multiple Shell Card details for different trucks and access to a fuel station locator that highlights the nearest app-friendly stations. An in-app transaction history makes it easy to quickly reference fuel spending and emailed sales dockets help to boost fleet management control.

A Shell Card spokeswoman says the app upgrades are a first for the industry with many of the features now available on the app having previously been confined to access only via desktop technology and the Shell Card Portal.

The Shell Card website will also be on show, including the interactive Truck Atlas (www.shell.com.au/motorists/truck-atlas.html) that captures the location and services on offer at more than 1300 Shell fuel stations across Australia.

Keeping with the Queensland theme, one new addition to the atlas, soon to be loaded on to the site, is to be found at Shell Coles Express Currumbin.

As of the start of May the final touches were being added to the 24 hour, seven-day-a-week truck friendly station at 1 Stewart Rd, which includes a truck forecourt and 4.6m and 5.4m canopy heights.

The site is semi-trailer and B-double accessible, with high flow diesel and AdBlue available at the pump and truck parking on site. It also has toilets, showers, a restaurant, truckers lounge, ATM and takeaway food section, with Shell Card accepted.

To find out more about Shell Card and how it could benefit your business, go to www.shell.com.au/business-customers.html or visit Stand 20 at the Brisbane Truck Show.

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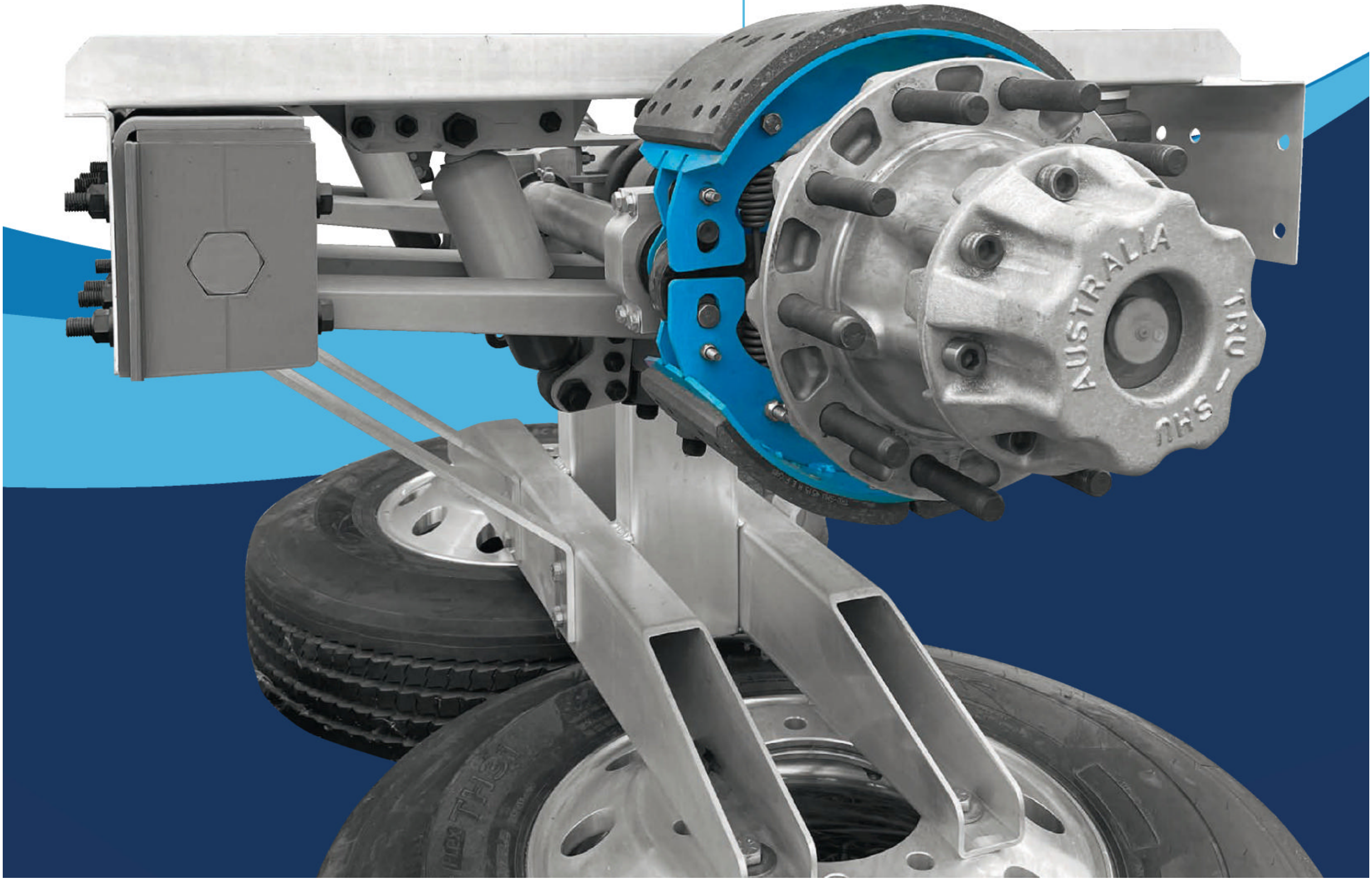


WESTERN STAR AND MAN ON SHOW IN BRISBANE

Proudly distributing the Western Star Trucks, MAN Truck & Bus, and Detroit brands, Penske Australia's 2023 Brisbane Truck Show stand (#54) will showcase the all-new Western Star X-Series and the all-new new MAN truck generation, both recently unveiled in late 2022

BUILT TOUGH
UNSTOPPABLE
XB 70BU
40

WESTERN STAR TRUCKS

The most-tested Western Star truck ever, the all-new X-Series is seriously tough. Comprising the 47X, 48X, and 49X trucks, the X-Series boasts legendary Star durability, features a powerful integrated driveline, an advanced safety package, and superior comfort – even in the most rugged applications.

Underpinned by a long-standing North American heritage, the X-Series exudes legendary durability. With the capability to go up to 200-plus tonnes GCM, the X-Series has the strongest and most tested Western Star cabs and chassis ever.

A 20-metric-tonne cab crush test, 230,000 door slams and 400 hours on the shaker means Western Star can say this with confidence. With durable stainless steel and aluminium bright works, the most robust Star bonnet ever, ISO Tech bonnet suspension that reduces vibration, high air intakes, and a high-efficiency radiator cooling package, the X-Series packs a mean punch.

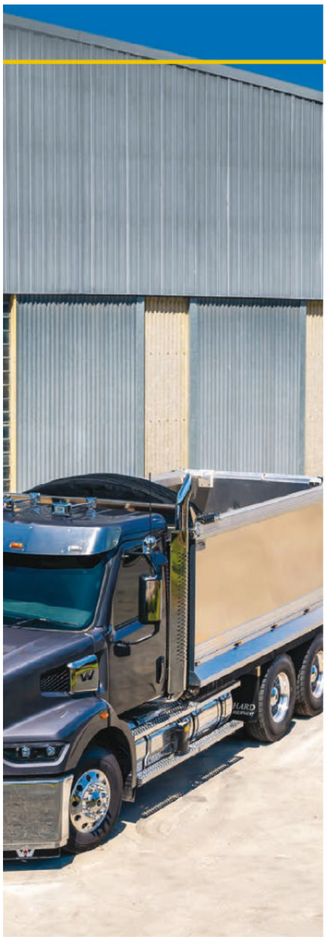
Advanced Detroit Connect and Virtual Technician telematics mean fleets can be accessed remotely to obtain valuable diagnostic data as well as fuel and safety performance insights. And with a choice of engine, transmission, cabin configuration, final drive, wheelbase, fuel tank and upfit options, the X-Series can be customised to suit all needs.

Featuring Detroit and Cummins engine choices and Detroit DT12, Allison fully automatic, and Eaton manual transmission options, the X-Series features a powerful integrated driveline that will tick the boxes in any application.

From the versatile and high-performing Detroit DD13 Gen 5 to the most powerful on-highway engine ever produced by Detroit – the DD16, and the Cummins L9, the X-Series has a comprehensive range of fit-for-purpose engine options. And the DT12 automated manual, Allison fully automatic, and Eaton Fuller manual transmissions mean it caters for all driving requirements and preferences.

Delivering an advanced safety package, the X-Series has a range of key systems, including Active Brake Assist 5, lane departure warning, adaptive cruise control, side guard assist, tailgate warning, brake hold mode, plus an improved visibility package and a RollTek driver's seat with rollover restraint and a seat-mounted airbag.

Furthermore, the X-Series offers superior comfort, delivering a highly ergonomic and intuitive driving environment. With generous ingress and egress access, a



THE NEW MAN TRUCK GENERATION
MAN

THE NEW MAN TRUCK GENERATION

multi-function steering wheel, wrap-around interactive dash, premium noise and temperature insulation, triple door seals, and an extensive range of cabin and sleeper options, including the largest sleeper on the Australian market – the 72-inch model – drivers won't want to leave the cab.

All of this is backed by Western Star's 24/7 STAR ASSIST roadside assist program and an expansive national dealer network.

Taking the spotlight at the Brisbane Truck Show this year will be:

- The highly-versatile 47X with a short, sloped bonnet that yields payload flexibility, a set-back front axle, and a day cab
- The Australian-exclusive 48X featuring a set-forward front axle, a BBC of 113 inches, and the 36-inch mid-style roof – with a second 48X located in Technology Alley
- The toughest of the tough, the 49X with up to 200-plus tonnes GCM capability, and the class- leading 72-inch Stratosphere sleeper.

MAN TRUCK & BUS

The first newly-developed MAN truck generation in two decades, Penske Australia and MAN Truck & Bus introduced the all-new MAN truck generation (TG) to the Australian market late last year.

The TGL, TGM, TGS, and TGX ranges comprising the new truck generation boast excellent driver fit, great efficiency and economy features, optimised uptime, and make for a strong business partner.

When it comes to excellent driver fit, the streamlined and modern MAN workspace sets a new benchmark. The intuitive dash layout, multi-function steering wheel, advanced infotainment system, and SmartSelect navigator provide a user-friendly and ergonomically-optimal cabin environment.

The spacious rest and sleep area are fully furnished with everything a driver could require in a home away from home. And when combined with MAN's innovative driver assistance features such as ACC, steering wheel airbag, cabin safety cell, emergency brake assist, ComfortSteering, and much more, drivers won't want to leave the cabin.

Delivering great efficiency and economy, MAN takes customers further with less. Economical engines range from the 250hp D08 to the 640hp D38 Euro 6e engine, with various options in between.

The MAN Tipmatic gearbox shift system uses software to determine the optimum moving off and gearshift strategy in all situations in conjunction with load and inclination detection. Coupled with 'SmartShifting' and the 'idle speed driving' functionality, MAN delivers the ultimate transmission.

TOP: The MAN TGX 26.510

ABOVE: The all-new MAN TGX 26.640

BELOW: The Western Star 49X with the class- leading 72-inch Stratosphere sleeper

OPPOSITE BELOW: The Australian exclusive Western Star 48X

Efficiency is further improved through an enhanced overall aerodynamic package and the Turbo EVBec that produces 840hp of engine braking.

The modern and intuitive cabins and efficient and economical truck features and systems are further complemented by highly reliable and fully integrated technology that delivers optimised uptime. Extended oil drain intervals mean less time off the road for customers, and low tare weights mean higher payload availability, further increasing productivity. This is backed by an extensive national MAN dealer footprint and a host of rental and leasing options from Penske Truck Rental's national network.

Furthermore, over the last decade, German Technical Inspection Agency (TÜV) reports have confirmed that MAN's quality has continually improved, giving MAN and its customers an edge over competitors.

All of this is underpinned through MAN's comprehensive 24/7 roadside assist program, customised repair and maintenance packages, generous warranties, and powerful enterprise-grade telematics solution, MAN Opti-Connect, offering customers the ultimate strong business partnership.

This year's Brisbane Truck Show will showcase the following:

- The seriously adaptable 12t GCM TGL powered by MAN's 250hp D08 SCR-only engine with a TN cab
- The incredibly efficient and versatile 26t GCM TGX powered by MAN's 13L D26 engine in a 6x4 configuration with the spacious GM cab
- TGX 26.640 6X4 GX Cab MAN's powerhouse, 15L TGX with 26t GCM powered by MAN's mighty 640hp D38 engine in a 6x4 configuration with the maximum GX cab.

MAN Truck & Bus is trucking redefined. See the new models at Stand 54 in Brisbane.

"THE STREAMLINED AND MODERN MAN WORKSPACE SETS A NEW BENCHMARK."

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ERA OF THE X.

BENZ TO SPARK UP BRISBANE

The all-electric eActros will take pride of place at the Mercedes-Benz stand at this year's Brisbane Truck Show

A ground breaking, zero emissions, heavy duty battery-electric Mercedes-Benz truck will make its Australian debut at the Brisbane Truck Show in May.

Focused on short radius distribution, the heavy duty trucks have been tested in select fleets in Europe since 2018, and will soon begin a validation program in Australia and New Zealand.

It's the first venture into the heavy duty category for the brand, which, via Daimler Truck, has already clocked up considerable zero emission experience here via its all-electric truck Fuso eCanter which went on sale locally in 2021.

Mercedes-Benz Trucks Australia Pacific director Andrew Assimo says he is thrilled to bring the eActros to the Brisbane Truck Show.

"We can't wait to present this incredible heavy-duty electric truck to the public in Brisbane," he says.

"The local debut of the eActros represents the start of a new chapter for sustainable road transport in our region and the excitement around this vehicle is incredible," Assimo says.

The impending eActros validation program is designed to ensure the eActros specification is tailored for the unique conditions of Australia and New Zealand and meets the specific requirements of local customers.

To start, four eActros trucks will get to work in Australia and one unit will hit the road in New Zealand, with additional units to follow.

Mercedes-Benz Trucks will also showcase its diesel technology including providing early updates on improvements to its Euro 6 engine that are on the way.

See the new eActros on Stand 44 at the Brisbane Truck Show, held at the Brisbane Convention and Exhibition Centre from May 18 to 21.

HELMSEN
MIGNON

SHOGUN TIPPER TO BE UNVEILED

The Fuso Shogun 510, a finalist in the inaugural Truck of the Year Australasia awards, will make its first public appearance as a tipper in Brisbane

Said to be Australia's most powerful Japanese truck, the Fuso Shogun 510 is one of four finalists of the Truck of the Year Australasia, which seeks to shine a spotlight on the excellence of the trucks hauling freight on our highways.

The Truck of the Year Australasia is judged on criteria used globally by existing International Truck of the Year awards, but also takes into account the particular characteristics of the Australian and New Zealand truck markets.

Fuso will present the Shogun 510 as a tipper for the first time at the Brisbane Truck Show this month, while a prime mover version of the same truck will also be on hand.

The 510 Tipper specification model is reported to have the lightest tare weight of any tipper with 500hp-plus in Australia and New Zealand.

The Shogun 510 was developed specifically for Australian and New Zealand customers who asked for an advanced Japanese truck with more than 500hp.

Fuso sourced a 13-litre OM471 engine from the Daimler Truck family, which is says creates the ultimate Japanese truck that belts out 510hp and 2500Nm of torque while meeting Euro 6 emission standards, ahead of local mandates. The package also includes a smart shifting DT12 fully Automated Manual Transmission (AMT).

"The Shogun 510 is a very special truck because it was developed for the hard working truck drivers of Australia and New Zealand. It is a great example of listening to your customers and giving them exactly what they want," says Fuso Truck and Bus Australia director, Alex Müller.

"We are very pleased to see the Shogun 510 make the finals of the Truck of the Year Australasia award."

Müller says the Shogun 510 combines the robustness of a Japanese truck with the power normally found in trucks from Europe and North America in a package that also includes the latest generation active safety technology.

The winner of the inaugural Truck of the Year Australasia award will be announced at the Brisbane Truck Show that runs from May 18 to 21 at the Brisbane Convention and Exhibition Centre.

The Fuso Shogun is available as a prime mover that can be used for single trailer or B-double work. A rigid version was also made available recently and is a very popular specification for tipper and dog work thanks to its power and torque.

To view the Shogun 510 and other trucks in the Fuso line-up, visit Stand 44 at the Brisbane Truck Show.

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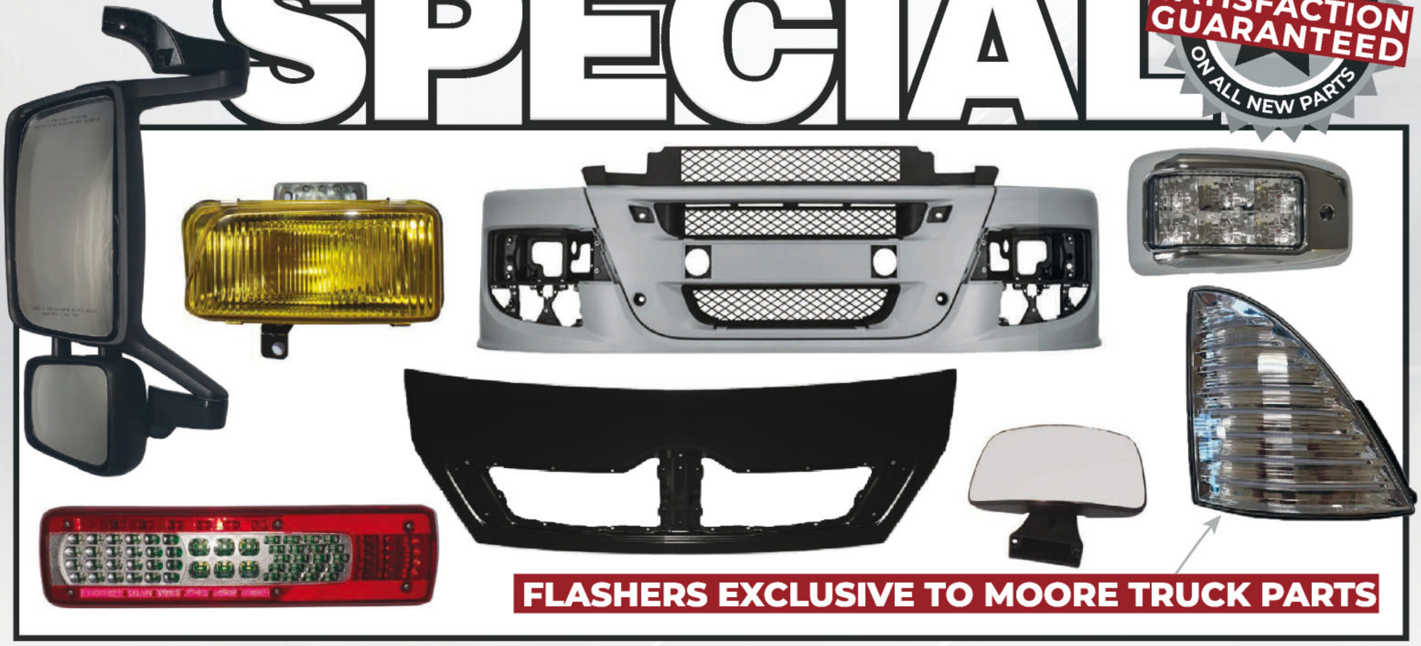

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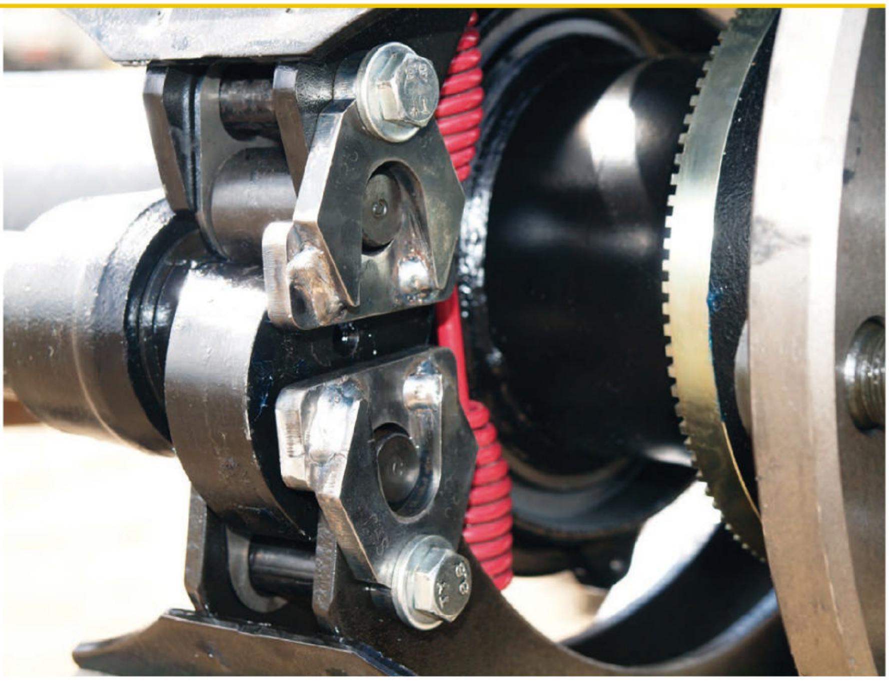
TRUE TO THEIR WORD

Tru-Shu takes the hard work out of axle and suspension maintenance



Tru-Shu has been developing a long service interval, maintenance friendly axle and suspension for heavy duty trailers. The Tru-Shu axle was developed after comparing common trailer axles with American drive axles. The failure rate and service interval was much higher across all brands of trailer axle than that of the American drive.

From this observation Tru-Shu has designed trailer axles made with the best parts of American drive technology and a few new ideas to reduce failure, increase service life and streamline maintenance.

Tru-Shu's premium axles will be on display at the Brisbane Truck Show, including the 22.5 and 19.5 axles, both of which have American drive bearings and ten-stud wheel pattern. Competitors' 19.5 axles have smaller bearings that are prone to failure and 8 stud patterns that overload the studs if they are not under correct tension resulting in damage and loss of wheels. Tru-Shu's hub has larger bearings than the competition and 10 studs with a locating ring the whole way around the hub for maximum wheel location and operation tolerance.

Running Tru-Shu in combination with American trucks will simplify parts inventory as its axle runs the same bearings, seals, slack adjusters, and s-cam hardware.

All Tru-Shu axles have American drive bearings as they were found to be more reliable than conventional trailer bearings, have a long service interval and are easily available.

Long life

All Tru-Shu's axles are recommended to be oil lubricated for long bearing life and have an oil fill plug in the hub. Oil filled hubs are susceptible to oil leaks, to prevent this our axle has been designed with two oil seals per wheel end. To monitor the oil level the hub cap has a well-protected oil sight glass for visual inspection of oil level.

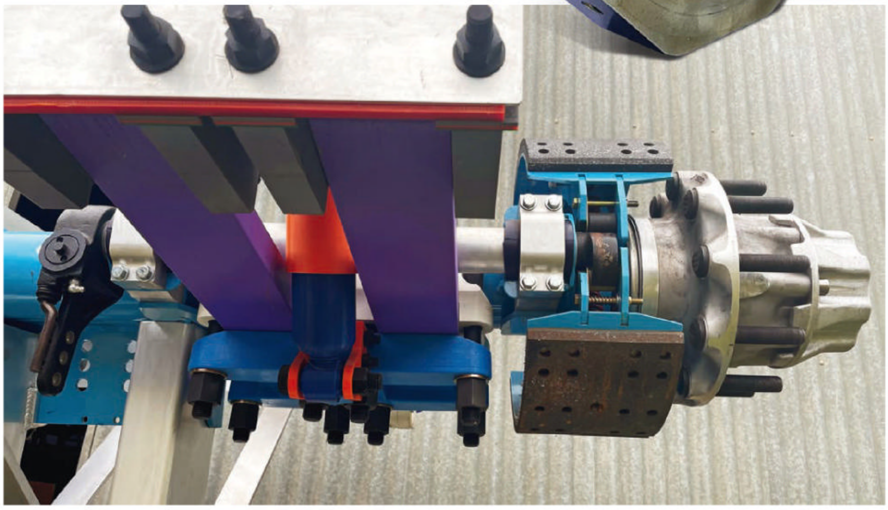
The wheel end is held on with Tru-Shu's own 30mm wide nut that is locked to the axle with two grub screws that remove any play between the nut and axle. This new type of locking nut utilises more thread than other axle nut systems and will prevent wear of the axle and potential loss of wheel ends.

All Tru-Shu axles have our patented brake shoes with alignment tag for maximum life and braking performance. For heavy duty operations Tru-Shu brakes can be run with two return springs to remove vibrations from the wheel end. All Tru-Shu brake components can be fitted without removal of the hub.

Fitting of the shoes can be done with a simple loop of wire or cable through a hole drilled in the shoe and lining to tension the brake return spring while fitting the retaining bolt. The S-cam tube is double bushed and sealed each end. The S-cam is bolted in place with caps over a rubber bush, this means the S-cam can be fitted without a welder.

> "THE TRU-SHU AXLE SUITS ALL TYPES OF TRANSPORT OPERATIONS."

All Tru-Shu brakes have a guide tag that runs down the face of the S-cam to prevent the shoes from operating out of alignment giving long service life and optimal braking performance.



Parabolic springs

Tru-Shu suspension boasts two sets of side-by-side parabolic springs per axle, providing increased stability. All springs and saddles are u-bolted to the axle and require no welding or fabrication to fit or replace. Tru-Shu suspension incorporates two large-footprint airbags to reduce bag pressure and give a soft ride. Air bags mount directly over the springs and do not sit on a plate overhanging one side of the spring. Unlike other suspension on the market the bolt-on shock absorber brackets are easy to change if damaged or worn.

The Tru-Shu axle suits all types of transport operations and will hold particular appeal to those who operate in demanding conditions. The products are aimed at stock, refrigerated and low loader operators.

Tru-Shu will give long service intervals with large bearings and brakes that are running in line, stability with four springs and bushes spread out across the axle, and a smooth ride with large airbags operating with low pressure.

When the time comes to maintain a Tru-Shu axle the hard work has been done for you with maintenance considered in the design. Every brake component can be replaced without removal of the hub, and no special tools or equipment are required to change the spring bushes.

For more information see the Tru-Shu team on Stand 200 at the Brisbane Truck Show.

ABOVE: Tru-Shu's new locking nut utilises more thread than other axle nut systems

LEFT: Two sets of side-by-side parabolic springs per axle provide increased stability

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Warranty is subject to the conditions outlined in the IAL New Vehicle Warranty. 6 year warranty applies to cab chassis only with a 3 year warranty on ready-to-work truck body. For further information please visit isuzu.com.au or contact your local dealer. Children depicted are actors and not actually engaged in workplace activities. FSA/ISZS1491

SCHMITZ CARGOBULL PARTNERS WITH MAXITRANS

Although having separate stands at the Brisbane Truck Show, Schmitz Cargobull is now a minority shareholder in MaxiTrans

Freighter products will form part of the MaxiTrans display at the Brisbane Truck Show

MaxiTrans, supplier of heavy duty locally made semi-trailer solutions and national aftermarket service and support, has announced that European trailer industry maker Schmitz Cargobull has become an investor in its business.

Schmitz Cargobull became a minority shareholder (26 per cent) in the Australian Trailer Solutions Group (ATSG), in a partnership that MaxiTrans says will continue to set its business up for long term success in the Australian market.

Australian Trailer Solutions Group (ATSG) comprise a group of investors, including a number of Ballarat locals. Since ATSG purchased the MaxiTrans trailer business in September 2021, it says its primary focus has been on supporting Australian manufacturing, its people and delivering a high-quality product for its customers.

MaxiTrans and Schmitz Cargobull will have separate trailer displays at the Brisbane Truck Show, which runs from May 18 to 21 at the Brisbane Convention and Exhibition Centre.

A Freighter drop deck semi-trailer with ramps and a drop-deck T-Liner featuring a revamped mezzanine deck design will lead the MaxiTrans display.

As well as Freighter products, MaxiTrans will also show its other key brands – Maxi-Cube, Lusty EMS, Trout River and Azmeb.

For the bulk transport segment, MaxiTrans will have a Lusty EMS chassis tipper on show, while Trout River will feature a live-bottom semi-trailer.

Meanwhile, a Maxi-Cube Classic Reefer will offer an interactive experience for visitors to be able to walk inside the trailer and see the product up close.

In addition, MaxiTrans will display an Azmeb door-side tipper combination at South Bank.

However, due to space limitations, MaxiTrans says its Hamelex White product will not feature, however, visitors can still discuss and explore the full MaxiTrans range with its staff during the show.

Kevin Manfield, MaxiTrans general manager sales and marketing, also reveals the show will see the return of Performance-Based Standards (PBS) specialists to its stand.

“We are very excited to once again be a part of this great industry event to showcase the diverse product offering available under the MaxiTrans banner,” he says.

“One of our key priorities is to make sure that we are spending time with our customers to truly understand their business needs. It’s important that we listen to our customers to come up with the best possible solution for them.

“In line with this, we will see a return of a popular inclusion to the MaxiTrans display with specialists in Performance-Based Standards available on the stand during the show.”

Mansfield says the 2023 show is a particularly special event for the company as it is the first since the business was purchased by Australian Trailer Solutions Group (ATSG).

See the MaxiTrans products on Stand 63 at the Brisbane Truck Show. Schmitz Cargobull can be found on Stand 156.

NEW ELECTRIC CENTRAL DRIVE ENTERS PRODUCTION

CeTrax lite electric central drive is now rolling off ZF’s assembly line in Germany

ZF’s Commercial Vehicle Solutions (CVS) division has announced that its new CeTrax lite electric central drive has entered series production in Friedrichshafen, using the group’s competence from passenger car technology.

Using synergies from ZF’s development and production of passenger car drives, the new driveline has been adapted to use in light commercial vehicles.

Designed as a highly integrated electric drive, CeTrax lite is said to provide significant advantages for manufacturers worldwide, particularly supporting emission-free urban and ‘last mile’ deliveries.

“As an electric central drive, CeTrax lite allows our customers to electrify their existing vehicle platforms. This proves our technical approach and further demonstrates the trust customers are placing in our electric solutions,” says Winfried Gründler, head of Product Line for Driveline Systems with ZF’s Commercial Vehicle Solutions division.

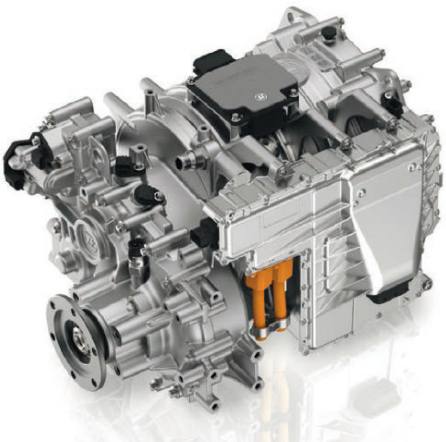
“Designed for silent, emission-free inner-city and ‘last mile’ freight delivery, CeTrax lite provides leading levels of performance and efficiency. As such it represents an important new milestone in our ‘Next Generation Mobility’ strategy and reinforces our commitment to decarbonisation of the industry,” Gründler adds.

In a nutshell, CeTrax lite is reported to be a highly integrated eMobility solution from ZF. Providing a smart ‘turn-key’ solution to support the needs of light-duty commercial vehicles, ZF’s CeTrax lite technology supports the architectures of conventionally fuelled vehicles as well as manufacturer’s electrification strategies.

This is achieved by leveraging in-house developed components and wider eMobility system synergies including sharing test benches in Friedrichshafen.

Designed for light commercial vehicles up to 7.5 tonnes, CeTrax lite has a peak performance of 150kW and a torque of 1,500Nm.

The optimised compact design of CeTrax lite helps maximise space for electric components and batteries.


TOP: The all-electric CeTrax lite central drive by ZF is designed for quiet, emission-free inner-city transport as well as the ‘last mile’ in delivery logistics

The module is a fully integrated system, housing the electric motor as well as a one-speed transmission stage and power electronics.

ZF says that, in addition to its enhanced flexibility, the system offers a lightweight design at around 120 kilograms.

The technology has already received orders from Asia and the Americas, with one of the first customers, Japanese manufacturer Isuzu to install the drive in its new ELF EV.

CeTrax lite will shortly be available for ZF customers in the Oceania region, including Australia and New Zealand.

To view the ZF product range, visit Stand 85 at the Brisbane Truck Show.

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NHVR *Dave Hourigan*

Step-up in safety

Heavy Vehicle Safety Survey demonstrates safer business practices in industry

Last month the National Heavy Vehicle Regulator (NHVR) released its Heavy Vehicle Industry Safety Survey 2022 report and I'm pleased to announce that since our last Safety Survey in 2020 there has been an increase in safer practices across the heavy vehicle industry. The NHVR conducted the survey in mid-2022 for the third time running. With 5750 industry participants taking part this year (including 1673 drivers), it's clear that improving safety is not only the number one priority for the NHVR, but also a key focus for the heavy vehicle industry.

The Safety Survey allows the NHVR to collect information and analyse key insights on how industry has improved the safety of their transport activities, as well as how they access and digest safety information from the NHVR. It also gives us an opportunity to see how safety technologies are being understood and applied across the heavy vehicle industry. By comparing the results from previous surveys, it is excellent to see an increase in industry participants taking steps to improve the safety of their operations.

In terms of participation, those who undertook the survey were typically:

- Managers (43 per cent)
- Drivers (41 per cent)
- Employed in a business based in Victoria (49 per cent), New South Wales (20 per cent) or Queensland (15 per cent)
- Delivering loads that comprised general freight (20 per cent) or primary production/farming (20 per cent)
- Transporting their goods locally (59 per cent)
- Employed in a business that has two to ten staff (60 per cent) and have been in the industry for 20 years or more (53 per cent).

OWNER-DRIVERS

Of the 1,673 drivers that participated in the survey, 70 per cent were those that own and drive their own vehicle. Most were based in Victoria (66 per cent) with a typical owner-driver tasked with local deliveries of construction and landscape products (21 per cent) or general freight (20 per cent).

Compared to the 2020 survey results, owner-drivers informed us that they are now better at managing safety in their business, with approximately 90 per cent of owner-drivers:

- Understanding what is required to fulfil their safety responsibilities
- Stating that safety is an important part of all business activity and decision making
- Actively considering safety risks
- Providing new staff safety training at induction
- Communicating safety information to staff
- Feeling safe at work, and
- Able to say 'no' to an activity if they consider it unsafe.

DAVE HOURIGAN is the National Heavy Vehicle Regulator's chief regulatory policy and standards officer. Contact the NHVR at www.nhvr.gov.au

> "Owner-drivers informed us that they are now better at managing safety."

LEICHHARDT HWY
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Moonie 91
Toowoomba 217
Brisbane 339
Gold Coast 380
Rockhampton 667
LONG
VEHICLE

TAILORED PROGRAMS

The NHVR is greatly encouraged by the increase in safety management across the industry since 2020, with notable improvements also identified in the uptake of a basic Safety Management System (SMS). Sixty-five per cent of those who undertook the survey now have an SMS for their business, and 98 per cent of people found the SMS materials provided on the NHVR's website (including the SMS roadmap) to be very helpful. The NHVR will leverage these great results and increase our work in the SMS education space to increase the current industry percentage with tailored programs. It is imperative for us to have industry continue to contribute to this program and we hope those results will be reflected in our next survey in 2024.

The Safety Survey also examined industry awareness of heavy vehicle safety technologies, with owner-drivers informing us that when upgrading their heavy vehicle, Antilock Braking Systems and features that reduce blind spots were the most important to them.

Overall, owner-drivers with a Performance Based Standards (PBS) vehicle were more likely to seek a wider range of heavy vehicle safety features compared to those that did not have a PBS vehicle when considering a new vehicle purchase. With uptake in the PBS scheme increasing steadily over recent years, we are seeing a greater understanding and uptake of safety technologies across the industry in general.

In addition, those that are PBS owner-drivers are more favourable to the following safety management practices:

- Review risk controls in their business
- Commit to having a dedicated safety person in their business
- Hold regular meetings to discuss safety issues
- Provide ongoing communication to staff about safety
- Attend safety meetings or events
- Keep and maintain records of safety training.

PBS UPTAKE

PBS has been picked up by industry as a major driver of efficiency, with lower operating costs and higher safety benefits for the road transport network. To hear that PBS owner-drivers are prioritising safety when managing their transport business is highly encouraging as we continue to see a massive increase in the uptake of PBS vehicles.

Thank you to all who participated in the Safety Survey. The Safety Survey 2022 report can be viewed on the NHVR website: www.nhvr.gov.au/safety-survey.

See the NHVR at Stand 122 at the 2023 Brisbane Truck Show.

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NATROAD *Warren Clark*

Eyeing an EV future

The crystal ball shows the need for electric vehicle policy signposts in Australia

What's the difference between a futurist and a bookmaker? When you deal with a bookie, you have a reasonable chance of getting your money back. Not familiar with the 'futurist' term? The dictionary defines it as a person who studies the future and make predictions about it based on current trends.

I'm certainly not disparaging futurists. There's no harm in crystal ball gazing when it's informed by facts. And there's something to be said for thinking that keeps us ahead of the game.

Balancing that is the fact that most heavy vehicle operators are more focussed on next month's payroll, filing their BAS and how they can drive down their fuel costs.

Futurists are predicting a number of trends that will shape the way transport operates. Some of the big ones are the take-up in electric vehicles and digital technology, and the increasing use of drones in last-mile freight delivery.

I thought it was interesting to look at some of these global predictions and assess where Australia is. Specifically, let's look at the take-up of low emissions trucks.

I had the benefit of research by HoustonKemp Economists, commissioned by NatRoad with the support of our major partner Ampol, that examined local trends and their possible impact on the viability of local operators.

We know that the transport sector accounts for around 18.6 per cent of Australia's greenhouse gas emissions. Greenhouse gas emissions have increased by approximately 11 per cent since 2005, although a one per cent decrease occurred in the 2022 financial year due to widespread COVID lockdowns.

We also know that road transport (passenger and freight) accounts for around 85 per cent of transport greenhouse gas emissions with trucks, buses and light commercial vehicles accounting for slightly under half of road transport emissions.

Australia has committed to a 43 per cent decrease in total emissions by 2030 and net zero by 2050. The Albanese Government has set out its Long-Term Emissions Reduction Plan and road transport is expected to play a significant role.

When it comes to heavy vehicles and related technology, Australia takes its lead from Europe, Japan and the USA, importing both from overseas.

We are a very small market in comparison with the rest of the world. Supply and demand mean these trends take some time to become a local reality.

Several large European truck manufacturers have agreed that by 2040 all new trucks sold must be fossil-free to reach carbon neutrality by 2050 and are actively working with governments to ensure the right policy and enablers (like charging stations) are in place.

WARREN CLARK is CEO of the National Road Transport Association

> “We're at the very start of a long and complex decarbonisation road.”

The zero emission vehicle options commonly considered are Battery Electric Vehicles (BEV), Electric Road System Vehicles (ERSV) which draw electricity from cables installed over a road while driving; and hydrogen Fuel Cell Electric Vehicles (FCEV).

Development of alternate fuel trucks is proceeding at pace overseas, driven by policymakers in markets like the US. Here in Australia, however, the take-up of EVs is very much at the utility truck and light rigid end of the market, with a focus on hybrids.

Each have their limitations, especially for long-haul freight. A barrier is the size of batteries and the trade-off in reduced payload. The reality is that for heavy vehicles, we're at the very start of a long and complex decarbonisation road in Australia.

At the time of writing, the Federal Government was still considering the introduction of a national fuel emissions standard. There was no sign of tax incentives to facilitate the take-up of EVs.

We will need a network of truck-friendly charging stations and, of course, the Australian second-hand electric truck market is non-existent.

DIESEL TRADITIONALISTS

NatRoad's commissioned research shows that of almost 200 operators spoken to, very few (eight per cent) say that reducing their carbon footprint is 'very important' to their business.

The large majority of operators engaged do not actively measure their emissions. Only 28 per cent of businesses stated that they have a plan to reduce their carbon emissions.

The Australian operators that do have a plan to reduce carbon emissions are focussing on doing so by reducing fuel use through more efficient vehicles or through driver training. Only a handful identified low/zero emissions vehicles (hydrogen/electric) as viable elements of their carbon reduction plan.

Asked about their views of the future role of various fuel sources, most respondents (85 per cent) considered traditional diesel to have an ongoing role in the industry. Few thought hydrogen fuel cell vehicles (19 per cent) or electric vehicles (11 per cent) represent a suitable ongoing fuel source.

This was not a representative study of our industry but a pretty good snapshot of what operators are thinking right now at the smaller end of the business scale. More than half of the respondents employ fewer than 10 drivers and earn revenue of less than $2 million per annum.

None of this suggests operators are not well intentioned. The research just shows that there's a long way to go before decarbonisation becomes an essential element in the viability of their businesses.

See the NatRoad team on Stand 231 at the 2023 Brisbane Truck Show.

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THIS-WAY AHEAD

For more than a few years, the heavy-duty sector hasn't been a happy hunting ground for Iveco Trucks Australia. There are, however, now signs of an eager confidence in the camp as the company prepares to formally introduce its fully imported S-Way range at the upcoming Brisbane Truck Show. Even so, it'll be a hard haul against fiercely entrenched competition, as *Steve Brooks* reports following an early preview

Despite an initial and somewhat expected reluctance to confirm if his appointment as managing director of Iveco Trucks Australia marked the beginning of the end for the historic Dandenong (Vic) truck manufacturing plant, few doubted Michael May had indeed been handed the hatchet which would sever 70 years of local assembly in favour of a fully imported operation.

And that, of course, is exactly what has happened with clinically crafted corporate efficiency. The final nail

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came earlier this year with the reported $95 million sale of most of the 12.2 hectare (30 acre) Dandenong site which since 1952 had been assembling and manufacturing trucks for International Harvester and from 1992, produced International and Iveco models after the European conglomerate came to the plant's rescue in the wake of International's implosion.

A shrewd and experienced executive, May's appointment at the end of 2019 followed a 20-year career in Daimler's truck and bus business, finishing as director of Mercedes-Benz for Australia and New Zealand. Unsurprisingly to those who have worked closely with him, he wasted no time making his mark, forging a new and largely predictable path for Iveco.

True, there's a definite sadness about the Dandenong plant's demise after generations as a local producer of trucks, but given Iveco's consistently sagging sales volumes in the mainstream truck business, both before and after May's appointment, the facility's end came as no surprise. It was, as most industry analysts anticipated, simply a matter of time before Dandenong's doors closed for good. A tad surprising, however, was the decision to retain a 1.7ha (four acre) portion of the property for what will become a new head office and what Iveco calls a 'customisation and innovation centre' for the brand's products.

More surprising still, particularly considering Iveco's healthy bounty from the Dandenong sale, the Victorian Government last year handed Iveco a $500,000 grant towards the innovation centre's construction, apparently to proffer the introduction of zero-emission vehicles and the training of technicians.

In a nutshell, May has almost certainly done exactly what he was appointed to do by Iveco HQ in Turin, Italy, and moreover, laid the foundation for an entirely new future for Iveco Trucks Australia starting with the arrival of the new, fully imported S-Way heavy-duty line-up.

But now the heavy lifting starts and while the brand's light-duty business with the versatile Daily range continues to march comfortably along, taking Iveco to a higher plane on the heavy-duty table will be a Herculean task. For starters, overseas supply lines

> "In a nutshell, May has almost certainly done exactly what he was appointed to do by Iveco HQ in Turin, Italy."

Opposite bottom: Target markets. Iveco is aiming to capture bigger slices of popular applications, from three-axle rigids to single trailer and B-double roles are still erratic in this post-COVID era but more to the point, Iveco has lost valuable ground in the continental cab-over class and snatching sales back from the ultra-competitive likes of Volvo, Scania, Mercedes-Benz and DAF, will demand much of the company and its latest heavy-duty contender. In short, there will be no free kicks and given his commercial background, Michael May probably knows this as well as anyone. As he put it, "We need to reignite our network and our customers."

Last year, for instance, Iveco's share of the heavy-duty sector in a booming market was a scanty 2.5 per cent. Yet while there's no question the company will expect a better return from the S-Way line-up, it was a cautious Michael May who declined to predict a prospective figure during a recent preview of S-Way models at the Australian Automotive Research Centre (AARC) at Anglesea in Victoria – a comprehensive proving ground progressively developed by International Harvester from the early '60s and since 1991, owned by transport giant Linfox.

In fact, the Iveco message at Anglesea was more about the benefits derived from the move to a fully imported operation than any public prediction for future sales volumes. As a press release stated, 'The new Iveco S-Way sees Iveco Australia and New Zealand transition to a dedicated range of fully imported heavy-duty commercial vehicles – it's a move that will benefit local buyers by providing them with the company's latest models and innovations almost in lock-step timing with European releases.'

However, the company equally insists local testing and validation remain critical to its new model programs. 'Although Iveco's latest heavy-duty offering is no longer assembled in Australia, ANZ (Australia-New Zealand) has still played a significant role in shaping the final specification ... along with pre-launch testing and validation programs.

'The S-Way program also showcases the high levels of co-operation within Iveco's design, engineering, manufacturing and validation centres,' the company says, adding that local S-Way units feature 'some unique content and specification choices not offered in other markets. As an example, on the AS B-double model, variances include revised battery box and air tank positioning, the addition of a heavy-duty cross-member to provide extra rigidity, along with fitment of an additional fuel tank, specific air and electrical trailer connections, a trailer brake hand control and flat glass side mirrors.'

But of course, these so-called 'unique content and specification choices' are effectively nothing more than the basic requirements for any brand contesting the Australian heavy-duty market.

Significantly though, Iveco states, 'Prior to launch, S-Way underwent extensive validation programs in Europe as well as in Australia. In local testing, three units in a variety of specifications operated at full loads amassing thousands of kilometres on routes from Melbourne to Brisbane with considerable time also spent travelling through outback NSW.' Notably, the S-Way B-double demonstrator at Anglesea had more than

"We need to reignite our network and our customers."

Above: Iveco Trucks Australia chief, Michael May has forged Iveco's transition to a fully imported operation. S-Way marks the start of a new era for the brand

Opposite: There's nothing radically different on the inside but there's no hiding a strong emphasis on practicality for the driver

IVECO
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100,000 km on the clock and according to the company, S-Way drivetrains were further tested in the company's previous X-Way models.

Designed in Germany and Italy, and assembled in Iveco's Madrid (Spain) factory with Cursor engines from the company's factory in France, S-Way's most apparent feature is unquestionably the redesigned cab with its striking, almost smiling, grille and new panel treatments. It is, in effect, a reworked design over an existing cab structure but further ahead, according to sources within Iveco, an entirely new cab and model range are under development in preparation for a European debut in two to three years.

Yet while S-Way may be the final evolution of Iveco's current heavy-duty lineage, it is certainly not without the modern updates which take it a step above its X-Way predecessor.

Range change

First launched in Europe in 2019, S-Way is said to have significantly bolstered Iveco sales in many markets since then.

Locally though, Iveco insiders admit the line-up won't cover all bases in Australia's heavy-duty market but it will certainly be capable of tackling the majority of tasks from three and four-axle (6x2, 6x4, 8x4) rigid roles to two and three-axle (4x2 and 6x4) prime mover work at gross combination weights up to 70 tonnes.

Like its X-Way predecessor, there are three cab types starting with the short AD 'Active Day' low roof cab, the AT 'Active Time' shed with low or medium roof heights, and the premium AS 'Active Space' cab with low or high roof heights.

In prime mover layout, there are four wheelbases from 3200 to 3300, 3500 and 3650mm while rigid configurations have up to 10 wheelbases ranging from 3500 to 6050mm.

As Iveco puts it, 'This spread of options and specification choices sees S-Way well positioned to cater for a broad array of applications including general freight and refrigeration work, and tipper and dog duties and more specialised applications.'

Meantime, power in all models obviously comes from Iveco's Cursor engine family, starting with the 8.7 litre Cursor 9 at 360hp for the 6x2 rigid model, the 11.1 litre Cursor 11 at 460hp for some rigid roles and prime mover combinations up to 60 tonnes GCM, and at the top of the tree, the 12.9 litre Cursor 13 with a standard 530hp or optional 550hp for heavier eight-wheeler work and prime movers at gross weights up to 70 tonnes. Cursor 13 torque outputs are 2400Nm (1770lb-ft) for the 530 rating and 2500Nm (1844lb-ft) for the 550hp version.

Asked if the absence of a bigger bore engine is a drawback to Iveco's bid for stronger sales figures, a forthright Michael May said simply, "Sure, a 15 or 16 litre would be nice but we can only concentrate on what we have."

However, Iveco says the significant difference with these Cursor engines is their compliance with what's known as the Euro 6 'Step E' emissions requirement; currently Europe's most stringent standard which places severe limits on cold start performance. What's more, Iveco points out this latest crop of Cursors is also fully compatible with the latest generation of biofuels, or in technical terms, synthetically produced paraffinic diesel fuel.

At its Anglesea preview of the new models, the company was similarly intent on highlighting that all engines use its patented Hi-eSCR emission control technology with no EGR input. As Iveco describes it, Hi-eSCR is a

Top: Short stints on Anglesea test tracks pointed to good road manners but build quality in pre-production static trucks wasn't particularly positive

"Sure, a 15 or 16 litre would be nice but we can only concentrate on what we have."

single after-treatment system featuring a passive DPF (diesel particulate filter) which does not require driver intervention for DPF regeneration.

'Other benefits of the technology,' the company claims, 'are that it's uncomplicated and efficient, providing many advantages compared to EGR and SCR equivalents, including reduced fuel consumption, lower tare weight and there's no requirement for additional cooling as passive DPF regeneration occurs at a lower temperature.'

But if the emissions system operates on SCR only, how much AdBlue does it consume? "Between seven and eight per cent of fuel consumption," answered Iveco product manager for Australia and New Zealand, Emilio Foieri.

In the box

Behind the Cursor 9 and Cursor 11 engines is the 12-speed Hi-Tronix (ZF) automated manual transmission whereas Cursor 13 models use the 16-speed Hi-Tronix. Both transmissions run a direct-drive top gear.

Iveco was also keen to highlight its Eco-Switch function which allows the driver to swap from the transmission's normal fully automated operation to an 'Eco-Fleet' manual mode for 60 seconds 'if traffic or road conditions temporarily require the driver to manually override the auto mode.' However, as Iveco further explains, 'If Eco-Fleet is activated, the available engine power and torque is limited.'

Additional efficiencies, the company continues, are achieved through Hi-Cruise which uses GPS to maximise on-road performance and efficiency, and engages the Eco-roll free-wheeling (neutral) function where possible.

Like its continental contemporaries, all S-Way models contain an impressive array of standard safety systems, not least disc brakes all-round providing the stopping power for an advanced emergency braking system. Other safety and operational features include adaptive cruise control, lane departure warning, an electronic stability program with ABS anti-lock and ASR anti-skid functions, hill hold and what Iveco calls 'Driver Style Evaluation plus Driver Attention Support (DSE and DAS).

As the company's press release states, 'DAS checks the driver's level of attention by analysing steering wheel movements. If a state of drowsiness is detected, a message on the screen and an audible signal prompt the driver to stop for a rest.' Similarly, DSE analyses data and provides driving advice in real time through the instrument cluster or via an Iveco smart phone app.

Standard auxiliary braking in all models is a three-stage engine brake but Cursor 13 models have the

Below: All models come with ample locker space on both sides of the cab

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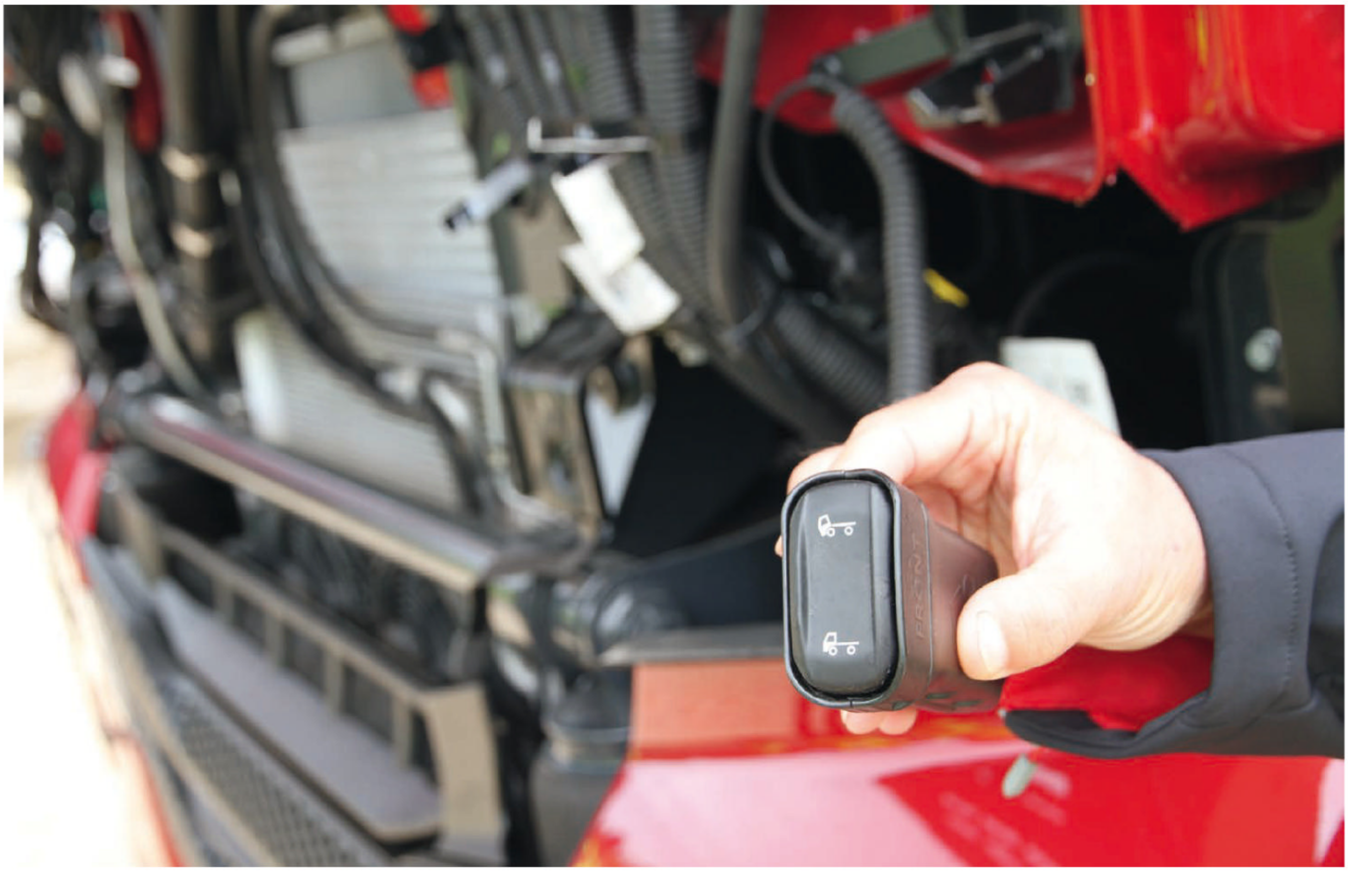

Top: Nifty. Cab tilt control comes from a neat hand-held unit clipped into the passenger side firewall under the lift-up grille

Above: Peak power from Iveco's Cursor 13 remains at 550hp. Down the scale are 460hp from the Cursor 11 and 360hp from the Cursor 9

> "The task for Iveco's local leaders will be to keep a close eye on quality standards from overseas."

added bonus of ZF's highly effective Intarder hydraulic retarder as standard equipment; optionally available on other models. Likewise, a tyre pressure monitoring system is standard on some models and optional on others.

Back on the cab, refashioned panels on most quarters and the availability of an optional aerodynamic kit comprising an adjustable roof spoiler and side spoilers are said to achieve reduced drag and therefore, 'fuel efficiency increases of up to three per cent on long haul routes'.

Meantime, on the inside there are several notable advances including a lower floor height which obviously delivers more space and in the case of high-roof models, greater standing room. A quality Isri suspension seat is standard on both sides of the cab.

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In place of a key, ignition is now controlled by a stop\start button on the revised dash layout while the driver sits behind a new multi-function steering wheel which provides finger-tip control of many functions. Maintaining modern trends, there's a seven-inch LCD 'infotainment' screen in easy reach on the driver's left which also displays satellite navigation and is compatible with reverse and side camera installations. Short stints behind the wheel of the various models highlighted a functional gauge and switchgear layout.

Importantly for drivers, overall storage space has been significantly increased in S-Way with what the company describes as 'a myriad of storage solutions.' Likewise, there's said to be 'a wide selection of refrigerators with capacities up to 100 litres, some also include a freezer' and on the outside, there are amply sized lockers on each side of the cab on all models.

Sleepers on AT and AS models have conveniently located light, heater and door lock controls, and can be specified with extensive storage above the bunk or for two-up work, an upper bunk.

An area of concern, however, was the build quality of a couple of pre-production models on static display at Anglesea, notably in paint matching and some external panel fittings. Typically, pre-production units generally show where improvements need to be made before full production starts, but it's four years since S-Way's European release and given the shortcomings evident at Anglesea, the task for Iveco's local leaders will be to keep a close eye on quality standards from overseas.

On road though, demo units performed well on Anglesea's familiar circuits. Still, brief runs on a test track provided little more than a snapshot of S-Way's features and over the next few months it's hoped a longer drive in real world conditions will deliver a more detailed appraisal.

So for now, stay tuned! ⛟

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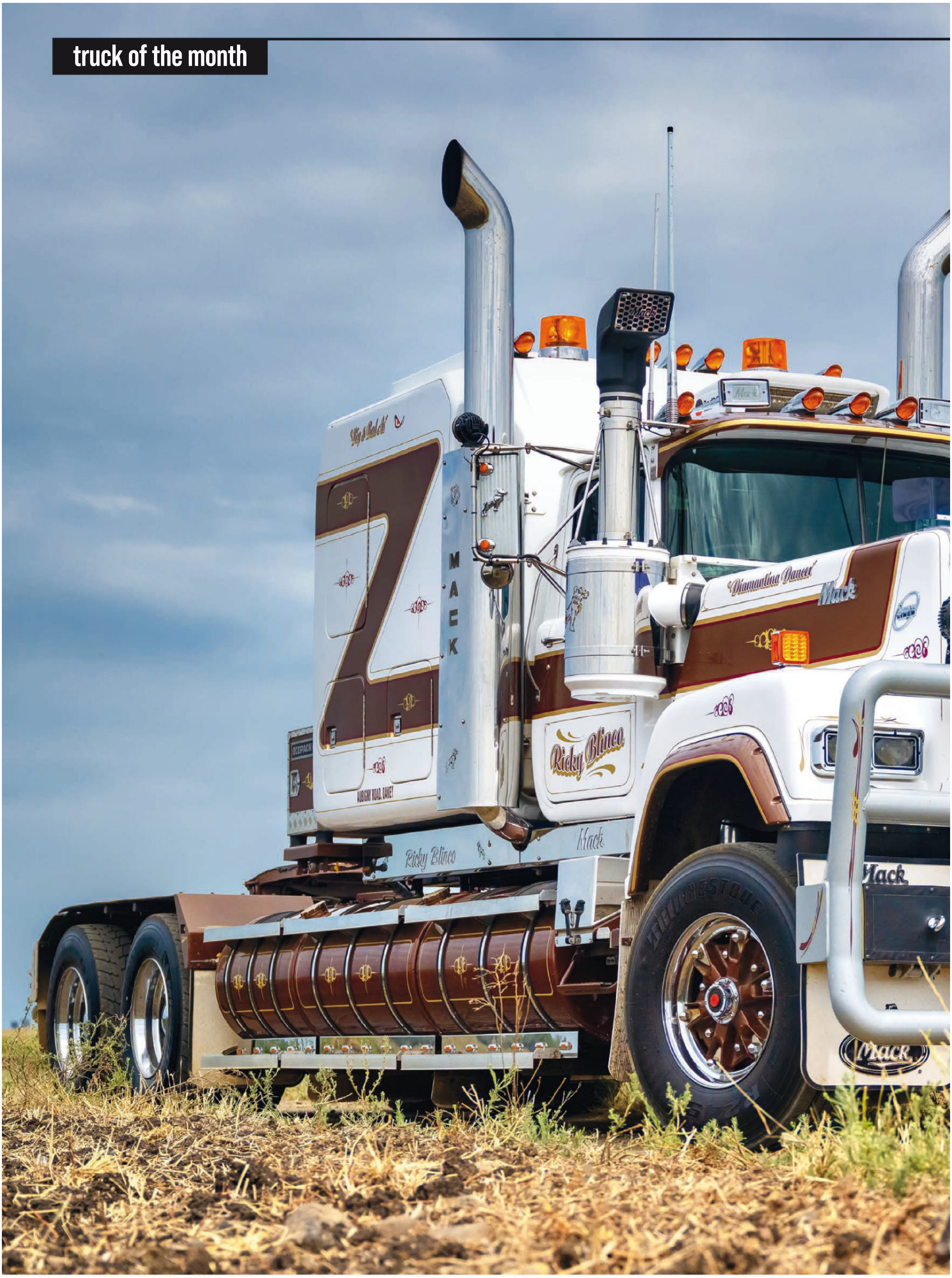
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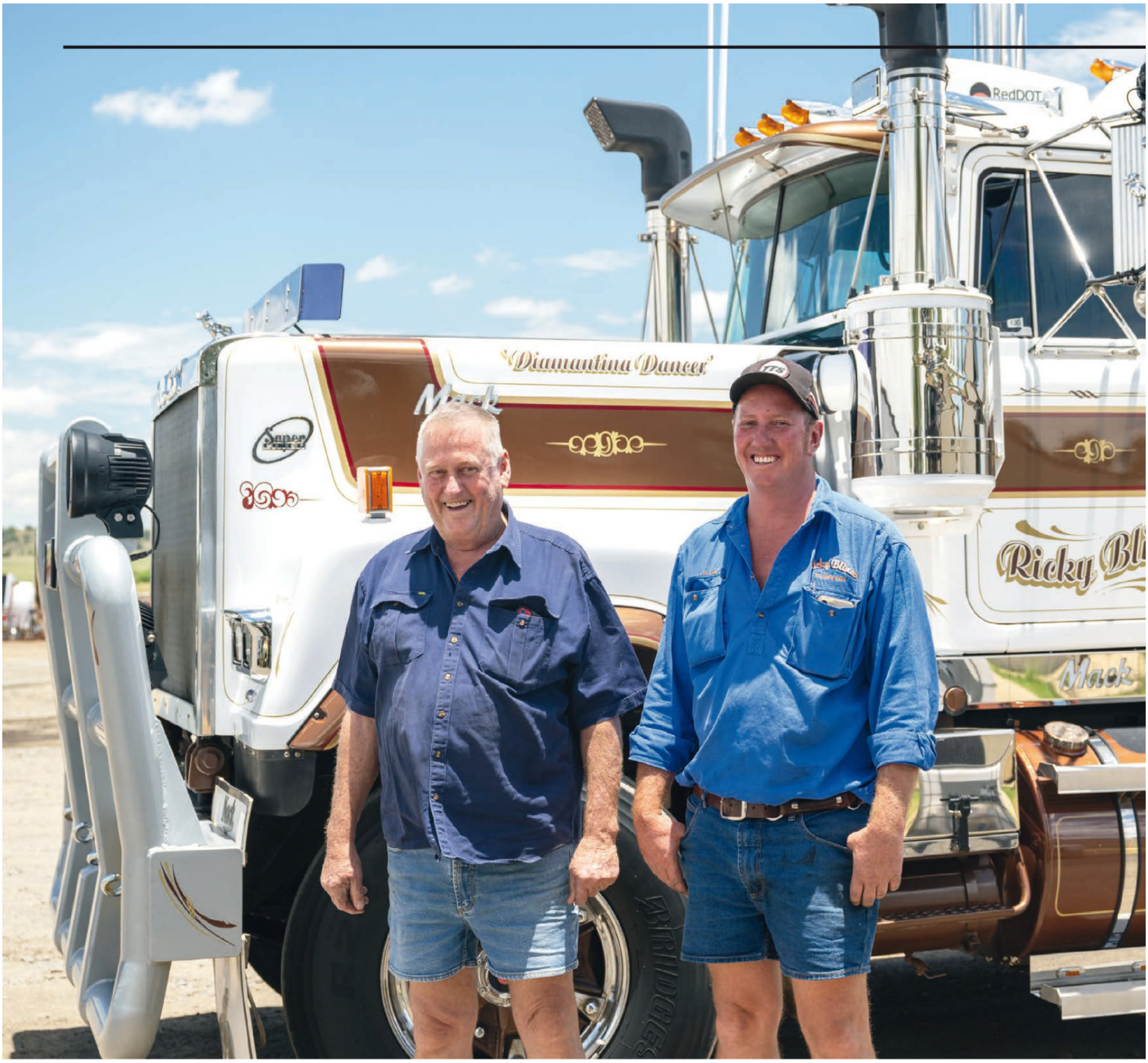
MACK'S BACK ON THE JOB

Ricky Blinco always had eyes for a classic Super-Liner, not a show truck but a plain workhorse. But one thing led to another and what started as a bunk upsize led to a fully blown makeover. *Warren Aitken* catches up with the Blincos and their superb 1990-model Mack

I'm not going to lie to you, I am writing this story with a smile on my face wider than the grille of a 1990 Mack Super-Liner. I grew up as a Mack fan, my house is adorned with Mack models, or as my lovely, better half calls them, "Sooo many toy trucks". As a kid I would spend as many school holidays as I could sitting in the passenger seat of whichever cool Mack my uncle was driving. That Bulldog fanaticism was impaled into me with every iconic air start and every puff of black smoke.

These days my love of trucks allows me to appreciate and evaluate a variety of brands, acknowledging the pros and cons with an unbiased approach.

The moment I hear that distinct whistle and buzz of an old-school Mack I tend to revert to the days when I was drawing Macks on every surface available. Imagining I was the next Gary



Ricky Blinco

Top: Father and son Ricky and Damon are pretty proud of the 1990 Mack Super-Liner. Ricky even lets his boy take the dog for a walk on the odd occasion

Above: Another addition from Tony Tester at BigRigBullbars, customised for Ricky Blinco Transport

From opposite top: Before: The Super-Liner en route to restoration; The whole interior has had a revamp but still holds to the old-school style. Not much headroom but plenty of cool factor

Opposite bottom: Classic Mack setup: There are a lot of guys that will see this view and feel right at home

Clark, only without his skills, talent or eye for perspective.

It will come as no surprise then that when I was sitting back on my couch in Brisbane one afternoon, streaming the last few episodes of *MAFS* (I mean *Ice Road Truckers*), my concentration was broken by the distinct sound of an iconic Mack E9 motor. You could hear it working as it pulled two trailers out of Ricky Blinco's yard in Oakey onto the Warrego Highway. You could hear the motor take a breath before going back to work as Ricky Blinco himself changed up through the gears. That sound, that wonderful harmonious tune that an E9 makes when dancing along with a load on made me forget all about Cams and Jules (I mean Polar Bear and Hammer Down).

Instead, it attracted me outside to find out where it was coming from and ensure that I got the story.

For those looking for accurate reporting, you may note that Ricky Blinco's yard in Oakey is some 130-plus kilometres from my lounge room sofa. Yes, it's true, I did take a little creative licence when it comes to setting the scene but that just shows the childlike excitement I get when I have the opportunity to feature one of Australia's most iconic trucks. Truth be told I was in fact watching a video Ricky's son Damon had sent me, but I honestly felt like I could feel the bass of the truck reverberating through my couch.

What makes this such a cool story isn't just the fact this 33-year-old exemplar of Australian trucking is still in action. It's the family behind the wheel of this beast of burden. They are as iconic in the trucking industry as the trucks they run. They have a work ethic that can only be matched by their fleet of hard-working rigs, and they have a down-to-earth attitude and sense of humour that just makes you want to throw a prawn on the barbie, crack a cold one and listen to their yarns all night.

Let me introduce you to our main protagonist, the literal driving force behind Ricky Blinco Transport – Richard Thomas Blinco – though from now on we'll just stick with Ricky.

While Ricky occupies the lead role with the name on the trucks being Ricky Blinco Transport, the company is a family-built enterprise. Ricky's sons Damon, Jason, Cameron and Allan all have the truck driving DNA entrenched in their veins. Damon has even been roped into the managerial role, working alongside Ricky in the company's Oakey office. A big thank you to Ricky and Damon for taking the time to sit down and walk me through the Blinco history.

Ricky was indoctrinated into our industry before he was even a glimmer in his father's eye. His old man Tom Blinco was the founder of W.T. Blinco & Sons and a true old-school trucker. Ricky grew up spending as much time as he could in the passenger seat of whatever truck his dad was

> “I started working for dad when I was about 13.”

running at the time.

“I started working for dad when I was about 13,” Ricky recalls. “Then when I first left school we started doing Darwin in a 1418 Mercedes. I used to sleep on the floor and Dad would sleep on the seat. No Icepack, no air conditioning.”

This was in the days when a trip from Toowoomba to Darwin and back would be a two-week experience. Towing a single trailer behind the old Merc where at least half the journey was still on corrugated dirt roads, where rain clouds could turn highways into mud-packed goat tracks – it wasn’t just a trip, it was an adventure.

Those 1418 runs to Darwin were Ricky’s first experience, however they weren’t for Tom. Before Ricky came along, Tom had been doing Darwin runs in an old D-series Ford of all things. Tom swapped the Darwin run for more local work once he started a family. Ricky and his other brothers were a good reason for Tom to be closer to home.

During Ricky’s youth, his father had mainly been focused on carting grain and timber around the Toowoomba/Inglewood area to locations as far south as Sydney. Much of Ricky’s childhood had been spent assisting his old man and when he left school at 14 it coincided with Tom being over the novelty of running to Sydney and ready to embark on the Mercedes-led Darwin runs.

“We used to load general freight out of Brisbane, a lot of

MACK
R BLINCO
ROAD
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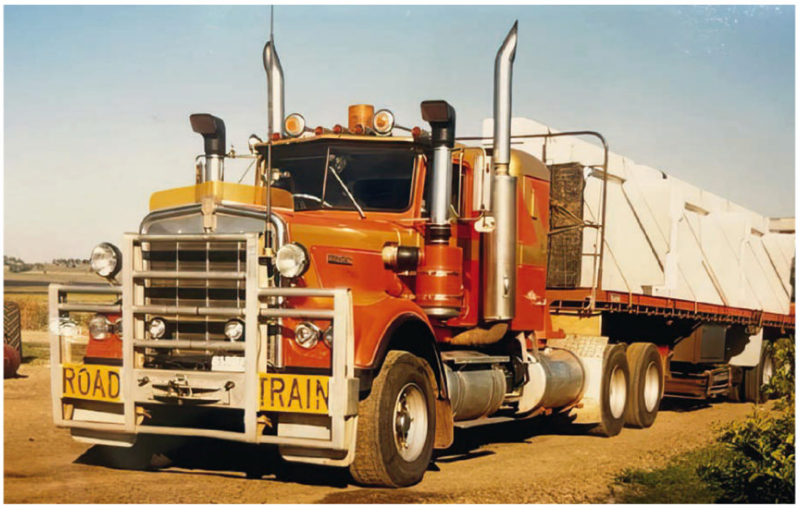
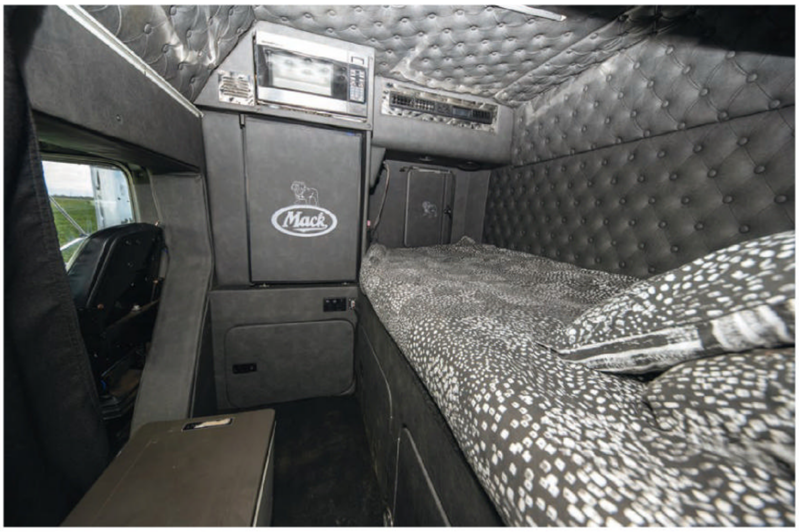




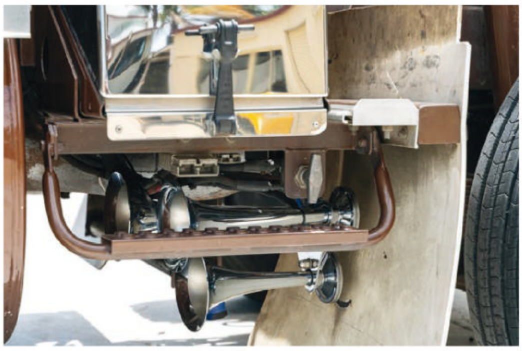
MACK
R BLINCO
Mack

groceries and that," Ricky says. "Everything to Darwin was done by truck then. It was nowhere near as big though," Rickys laughs, recalling, "I'd have a little sleep before we got to the Berrimah lights, that's how far out of town it was."

Law abiding

From age 14 until he got his licence in 1975, Ricky was purely an offsider to his dad. Yep, only an offsider, assisting with all the loading and unloading and never getting behind the wheel before he was licensed. Nope, there were never any occasions when a 14-year-old would drive the old 1418 down to Brisbane, swap with Dad before the weighbridge then swap back again afterward. Nope, that kind of thing would never have happened.

The fact that when he did go for his licence, the local cop let him drive around the corner from the station, then promptly signed him off and kicked him out with the statement. "Pull over here, you've been driving for long enough." That was purely down to natural ability, not an excess of ill-gotten experience already clocked up.



> "I still always wanted a Super-Liner so now I just had to get the truck to go with it."

Top left: The truck that started Ricky Blinco Transport. The old W-model that Ricky drove for his father and then venturing out on his own

Above: Doubling the bunk means Ricky has no issues living away from home With all the creature comforts added to this amazing truck

Left: Pretty sure these added train horns weren't factory. Understandable though, when the truck rumbles so well you need to ensure the horns can be heard over top of that rumble

From opposite top: The extra length added to the Mack allows for the big bunk as well as plenty of fuel. Three tanks per side, for a total of 2600 litres; Ricky's son Damon hasn't fully traded in the workwear for a suit and tie. He still gets his hands dirty as they close up the tautliner, getting the Mack ready for a run to Mt Isa

By the time Ricky turned 17 the Merc was in the rear view mirror. Tom was in a UD and Ricky was behind the wheel of an old steel-fronted Flintstone Mack.

"We were doing Darwin again," Ricky says. "We were also carting a bit of grain and that out of Moree and Narrabri into Brisbane and the likes."

The UD and Flintstone were soon replaced with a more modern R-model and an MAN of all things. By this stage, Ricky was a partner in W.T. Blinco & Sons and the father and son duo were all over the shop. It was during that era of Australian trucking that comraderie, resilience and dogged determination were key aspects.

"We had a good time; it was a game," Ricky remembers. "Dad and I used to get up the road and drink together. We were best of mates. I very seldom called him 'Dad', always Tom. If we were together, I'd call him Dad, but if there were others around I'd call him Tom. We were always the best of mates."

It was these experiences, the strength of familial bonds and mateship that would eventually lead to my E9 moving moment on my couch some four decades later. Ricky's purchase of the Super-Liners was in part driven by the desire to work alongside his own sons as his father did with him, to replicate the rapport he had with his dad. For the observant of you out there, you will notice I used the plural of Super-Liner meaning, yes, there will be two of these big

'Big & Bad As'
MACK
Ricky Blinco
AUBIGNY ROAD, OAKEY
Ricky Blinco
Mack

beauties at some stage soon, but that's another story. For now, let's get back to W.T. Blinco & Sons.

Kenworth detour

We're up to the start of the 1980s now when the Mack Super-Liners were first released and Tom and Ricky came very close to adding one to the fleet. Ricky admits when they first came out he was keen-as to get behind the wheel of one. In fairness though, if you had blood coursing through your veins there's a better-than-average chance you also wanted one. They were staunch, tough and just plain cool.

However, back then it was actually a 1981 W-model Kenworth that the father and son team added to the fleet. Paired with the new International TranStar that Tom drove, the two men set about solidifying W.T. Blinco & Sons Transport as one of the market leaders in the Brisbane to Darwin and Brisbane to Mt Isa area.

A little side note here – Tom's Transtar was the company's first-ever brand-new truck and in recent years Ricky found it decaying away in a farmer's back shed and has bought it back with restoration plans underway.

Though a Super-Liner had been his initial desire, the W-model would become Ricky's pride and joy and end up serving him well up until he sold it in 1996. It helped Ricky establish himself when he ventured out on his own in 1988, forming Ricky Blinco Transport. Although it was now his name on the side of the truck he continued to work alongside his old man, servicing Darwin and Mount Isa. The W-model become a regular sight on the Barkly and Stuart Highways. Three trailers swinging off the back, a sunny smile splashing out from behind the windscreen – it was part of the Northern Territory landscape.

FREIGHTER
MACK
Ricky Blinco
CATERPILLAR

Over the next three decades Ricky Blinco Transport would go through plenty of trials, tribulations and tragedies – from the harsh conditions involved in working in the remote heart of Australia and the Northern Territory to the sudden and tragic loss of his father in 1995. Losing his best mate and mentor was a tough experience for Ricky and the entire family. Tom had the privilege of watching Ricky build an impressive reputation himself and was enjoying seeing his other son Frank break into the industry as well. Frank had literally only just obtained his road train licence when Tom passed away.

As it stands today, Ricky Blinco Transport runs about a dozen trucks with two to three triple road trains heading to Darwin each week. At its height though, Ricky was running around 25 trucks, around 100 trailers and 30-plus dollies, as well as having a houseful of five young boys.

"Yeah, 25 trucks and five boys, no wonder I was f'n crazy," Ricky laughs, admitting that the goal had never been to get that big. "That's when I

FREIGHTER
MACK
Diamantina Dancer
Ricky Blinco
ROAD
TRAIN

> “It wasn’t great, we tidied it up the best we could.”

Top: It’s all about the family at Ricky Blinco Transport. On the left is Damon and his partner Lauren Leeson who works in the office. On the right is Ricky and his sister Robyn Manktelow who has managed the office for the last 15 years

Above: It’s not the factory E9, it’s not even a standard E9, but it is an E9 – a very tough E9

Below: Ricky saved me a run out to Roma and hooked up a standard triple train just so I could snag some shots

really hated it, the phone would never stop, then we had that big slump in the mining and we let a lot go, holding onto about six trucks I think.”

Sleeper search

We are pretty much up to date now, so let’s get to the big Super-Liner and how it comes to be in the fleet and with the fleet stripes but a very different colour. In fact, that could be the first question for Ricky. Why the brown? “I just didn’t want to be associated with these other wankers,” laughs Ricky as he has a dig at his sons.

The origins of the big Mack you see before you began around 2005 with the aid of *OwnerDriver*’s stablemate publication *Deals on Wheels*. Ricky found an old 36-inch Mack sleeper box for sale up in Katherine. “They never came out much with the cut outs for two exhausts,” Ricky recalls. “So I saw this one and bought it. I still always wanted a Super-Liner so now I just had to get the truck to go with it.”

It would be a couple of years later before that opportunity would come. Once again I’ll add in a shameless plug for our fellow publication *Deals on Wheels* because it was while reading another issue that Ricky spotted the 1990 Mack Super-Liner for sale in Townsville. Ironically it already had the twin exhaust setup with the same 36-inch bunk he had previously bought.

Ricky diverted one of his trucks with a low-loader trailer to Townsville and brought his new toy home. “It wasn’t great, we tidied it up the best we could and put it to work. We did a few trips to Townsville, Tully, Mt Isa and Brisbane. About 75,000km in it as it was,” Ricky says.

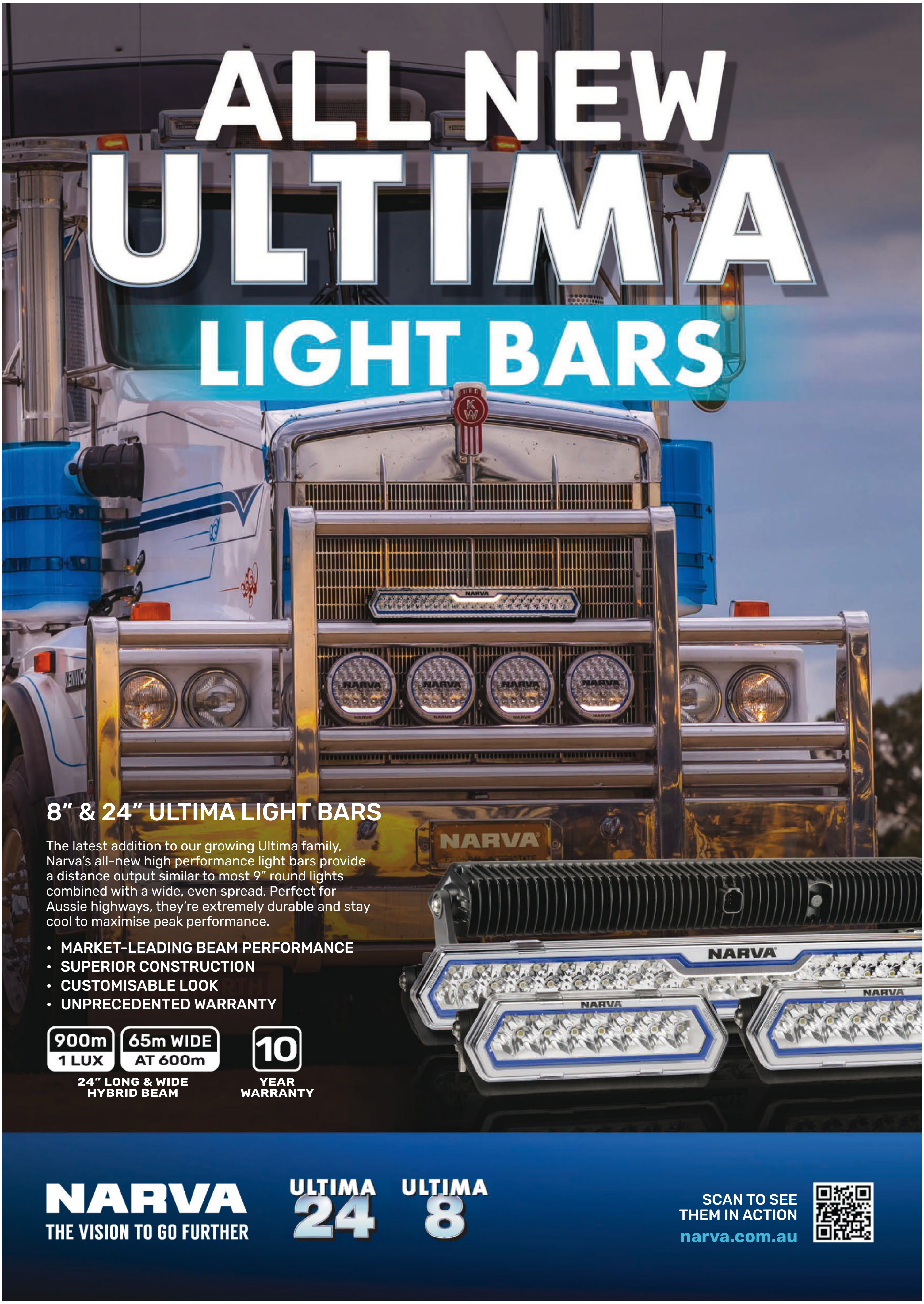
Although they put the Mack to work straight away, the big picture plan was to tear it down and rebuild it, which was about the only grand plan Ricky had at that stage. “I knew I wanted to put a big bunk on it, but that’s about it.”

Hence, it’s why the project truck spent a couple of years working then became more of a yard ornament than anything else. Motivation to makeover the Mack reignited once Ricky started to ease up on his workload and had managed to rope Damon into taking over a more managerial role.

“I got Damon into the office to cover for me when I was off and I just haven’t let him out since.”

Having more free time meant he could focus on his passion projects a little more. One of those was to have a couple of trucks he could take out and do runs with his boys, like he had done with his dad. The first step meant getting into the old Mack and resurrecting it.

“We stretched the truck, put about 1.2 metres in it,”



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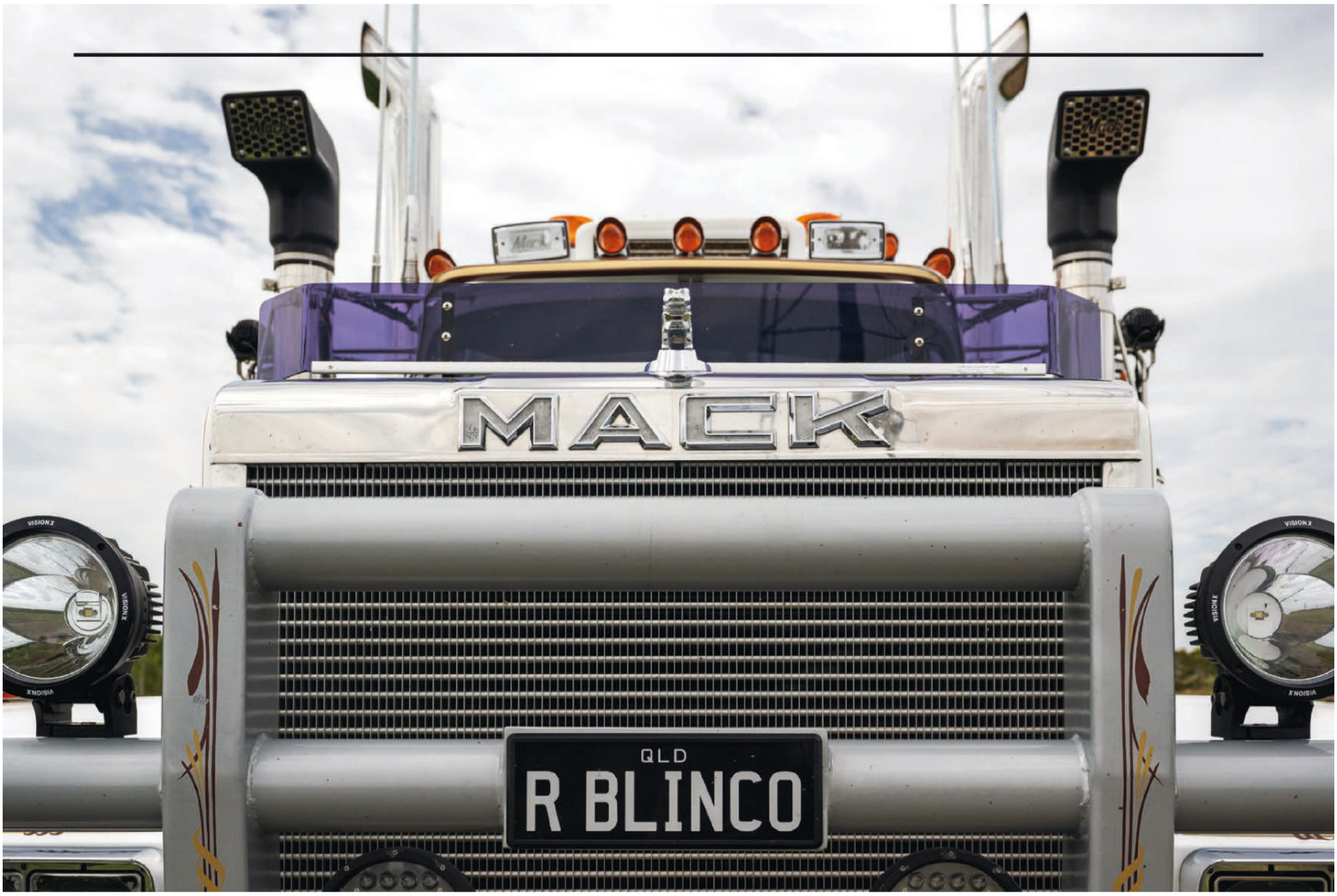


> “I knew I wanted to put a big bunk on it, but that’s about it.”

Top: It’s a tough ask getting high enough to photograph the iconic Bulldog. Add in the personalised plates and some high-powered spotties leads to an impressive front end

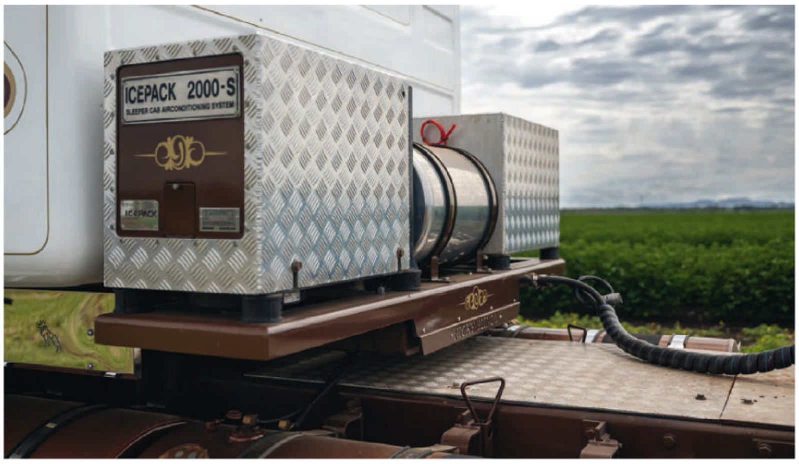
Above right: Heavy-duty springs mean the Super-Liner can get in and do the real heavy work

Below: Pittstop in Pittsworth made sure there’s no overheating in the truck or its 72-inch sleeper. There are three air-con units fitted to ensure that

Ricky says. “We had a boilermaker, Mick Crowley, he made the bar, stretched the chassis, put it on rails ... all that.”

The rails raised the cab and bonnet about 2.5 inches. The stretched chassis allowed for the sleeper to literally be doubled in size. It went from 36 inches to 72. With the added length Ricky added more fuel tanks, increasing capacity to 2600 litres. The truck was also sent to Tony Tester and BigRigBullbars to get a few extra splashes of stainless added to it, enough to make it stand out, not too much to outshine its era.

Mechanically the truck had already had a couple of changes. Ricky had removed the 12-speed ’box and replaced it with a Road Ranger. The front axle had also been upgraded and a new 7-core radiator had been installed. The Mack’s original E9 was given a refresher but sadly still decided to pack a sad not long after the transformation had been completed. A new E9 motor was sourced out of the US. Sure, it may have been slightly different from the factory-issued E9 as this particular Renault-modified E9 had been destined for some kind of tank carrier, but it was basically the same E9.



As I mentioned earlier, the brown colour choice was something a little different for Ricky. The lines and scrolls are the same as you’ll see on any of the Blinco fleet trucks, it’s just a change from the regular orange to brown. It has been pointed out that ‘brown is just dark orange’ anyway. Regardless, the job done by Keith Devlan in Toowoomba and Spot-On Signs is exceptional. Brown is not a colour that aligns with people’s idea of eye-catching but has been used perfectly on this rebuild.

It may have taken 15 years to get this beautiful old immortal of Aussie trucking into the vision that Ricky didn’t even know he wanted, but for us big ‘Bulldog’ fans, it has been well worth the wait. There is also something very comforting about knowing this truck has been rebuilt just so it can work. Ricky loves filling her up, loading her up, and joining his boys out on the westbound Warrego.

Before I sign off, let me address a comment from earlier. Yes, I did mention plural Super-Liners. Ricky Blinco Transport has another old Mack sitting in the shed, this time a 1985 model, and the team has plans to rebuild it as a mirror image of Ricky’s Super-Liner, 72-inch sleeper and all. All I ask is they don’t wait 15 years to finish this one and please, make sure I’m sitting closer than my couch when you let both of them off the lead and up the Warrego Highway.

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HIGHWAY ADVOCATES *Robert Bell*

Fighting the good fight

Legal representation is a decisive weapon against Australia's ham-fisted road enforcement strategy

This Brisbane Truck Show edition of *OwnerDriver* also marks the second birthday of Highway Advocates Pty Ltd. During the past two years we have progressed from the 'will this succeed' stage to having six staff members and counting. We have been through the lockdown of COVID-19 during this time, and we have seen the expansion of the National Heavy Vehicle Regulator (NHVR) into New South. Wales, among other industry developments.

We have helped over 700 clients in courts in almost every jurisdiction over this period. With a predominant focus on heavy vehicle drivers and operators, we have become the legal practice to the heavy vehicle industry throughout Australia, with our industry insider advantage.

We see enforcement towards the heavy vehicle industry as a continuing concern for the drivers and operators affected and the country generally. More often in recent times, we are telling courts that our clients will not re-offend as they are leaving the industry for good. Experienced drivers are leaving road transport for good, and the void they leave is not easily or safely replaced.

Of particular concern is the behaviour of various police forces throughout the country, especially ones with units specifically tasked with heavy vehicles. Offences are being particularised using GPS data from companies employing some of these drivers. Police are now using Google Maps to work out times between different points. I bet I could also find thousands of web pages that say the earth is flat.

Clients commonly contact us with court attendance notices with over 50 separate breaches. We are pleased to say that our industry insider advantage has come to the fore on these occasions, with court outcomes that are lifesaving in a fashion. Some recent outcomes include:

- A Victorian matter involving 14 Heavy Vehicle National Law (HVNL) charges with a maximum penalty exceeding $111,000. The outcome was a non-conviction order with a $500 donation to the Court fund
- NSW Matter with eight HVNL offences with a maximum penalty of $100,350 plus 16 demerit points. The outcome was one conviction with a $300 fine and no loss of demerit points
- NSW Matter with 13 charges mixed NHVL and Road Rules with a total maximum penalty exceeding $90,000 and six points. All matters were withdrawn and dismissed
- NSW Matter involving 10 HVNL charges with a total maximum penalty exceeding $120,000 and 16 demerit points. The final outcome was one conviction, a $1000 fine and four demerit points
- NSW Matter Critical Breach with a maximum penalty of $17,740 and four demerit points. The final outcome was no fine, no points and no conviction
- NSW Matter involving 11 HVNL charges with a total maximum fine of $130,060 and 23 demerit points. The final outcome on appeal was no fine, no convictions and no demerit points
- Victorian matter with five HVNL charges with a total maximum penalty of $59,100. The final outcome was a non-conviction order to pay $500 to the Court Fund.

INSIDE KNOWLEDGE

The above is just a small cross-section of what may be achieved using our industry insider knowledge combined with our unique legal approach. Our experienced solicitors know what it takes to explain these offences and how they usually come about. Our written submissions explain the personal circumstances of individual clients in a fashion that courts are not used to seeing.

We find that most so-called 'fatigue' offences do not involve any actual fatigue. In fact, in most cases, the offences occur due to having too much rest. A somewhat paradoxical result that takes some explaining. However, it is what we do best.

The work diary instructions in the front of your logbook are beyond most of the audience it is directed to. A certain South Australia Supreme Court Judge refers to them as the "trap" that occurs when a driver commences a new 24-hour period following the major rest break; they may be concentrating only on that new forthcoming 24-hour period and not appreciate fully that for some hours the old period may also still be running.

Many of you might know that we have partnered with Logmaster who supplies and support a Regulator-approved Electronic Work Diary (EWD). These are essential tools for obtaining the outcomes we regularly achieve. They let us inform the Court that our clients are unlikely to re-offend, they have taken responsibility for their offending conduct, and it also demonstrates remorse and contrition. These important sentencing principles go a long way towards persuading a court to extend leniency.

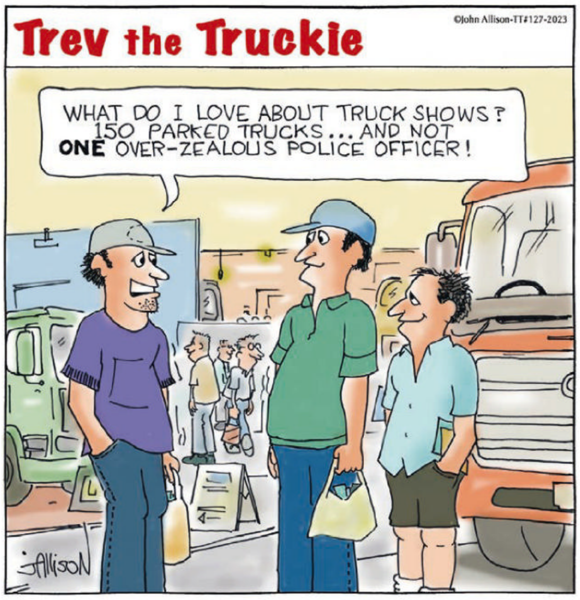
As Highway Advocates looks towards our third year of operation and beyond, we see no respite in the rigorous enforcement of the Law as we see it. The lack of discretion applied by all enforcement authorities is disturbing – and we often see the Law misinterpreted by those enforcing it.

The industry insider edge is what makes us what we are. As our legal team grows, we investigate some anomalies within the Law that may have enormous ramifications industry-wide.

So enjoy the Brisbane Truck Show. And don't forget to say g'day to Robert and his team of legal professionals who will be about during the event.

Highway Advocates – keeping you on the road where you belong. ■

ROBERT BELL, a former truck driver and now managing director of Highway Advocates Pty Ltd, and his team of legal professionals assist truck drivers and operators across Australia. Contact Highway Advocates at admin@highwayadvocates.com.au or 0488 01 01 01. Visit their website at www.highwayadvocates.com.au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WHAT DO I LOVE ABOUT TRUCK SHOWS? 150 PARKED TRUCKS... AND NOT ONE OVER-ZEALOUS POLICE OFFICER!
JALLISON

> "The lack of discretion applied by all enforcement authorities is disturbing."

BORDERING ON LEGEND STATUS

Border Express founder Max Luff, one of many long-time industry identities in Australian Truck Radio's Long-Haul Legend podcast series, built a business from the ground up in the early 1980s. *Jacquelene Brotherton* writes

The Long-Haul Legend podcast series has given me the opportunity to talk to some people that otherwise I may not have had the chance to have a conversation with, and one of those was the amazing founder of Border Express, Max Luff.

This extraordinary gentleman did not start out like most of us, as a teenager, in the industry but made the decision to build a transport company on his 50th birthday – that company has now been operating for 43 years. Max's background was not in transport, he started driving trucks at 17, as you could back then, while studying at university to become a schoolteacher. Unlike many in the transport industry, Max had a full career behind him before he began to build an empire.

He left school teaching to take up truck driving even though he owed a bond to the Department of Education, which is amazing that you could owe a bond to your employer for employing you, but he took that chance. He joined a family company, Albury Border Transport, which was bought out by Ansett Freight and where Max became an area manager. He was on a decent salary for those times.

He moved to the Albury/Wodonga region where he married and raised a family and a trucking company. The company head office has since moved to Tullamarine from the border and the next generation has taken over. Although Max says he is retired, he certainly still has his finger on the industry pulse.

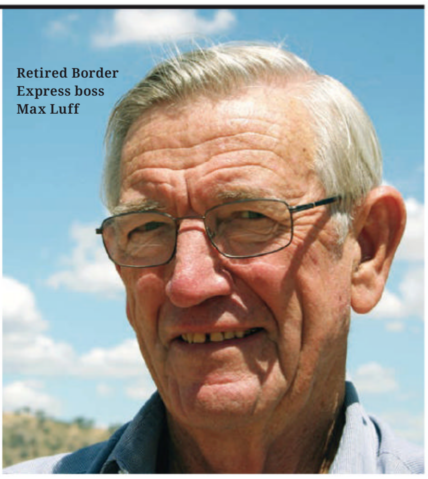
Max recalls that in early 1981, one of his friends approached him with a proposition – a business proposition that is – and after doing his sums and his business plan on the back of an envelope (as you did back then), he decided to take the leap of faith and, with his superannuation and a bank loan, he bought a few trailers. As fate and faith would have it, that decision would become the very successful NSW/Victoria border transport company Border Express that we know today.

Max reminisced about the Finemore bailout in the 1980s and taking the company public, about being on the board of the new Finemores as well as having Ron Finemore there for his expertise and industry knowledge before the company was eventually sold to Toll in 2000.

Of interest is that Border Express has no company trucks but quite a number of trailers that were originally towed by owner-operators but today are more likely to be pulled by subcontractor companies on their linehaul operations. The company has about 1,700 employees with 17 depots around Australia and has formed many strategic partnerships over the years to guarantee its continued growth and visibility.

Early days for Border Express

BORDER EXPRESS
INTERSTATE HAULIERS
25 7477



Retired Border Express boss Max Luff

Border Express and the Luff family are highly respected, both personally and as a business in the trucking industry. They have given back to the industry and community in many ways. These days Max has officially retired and his sons have followed him into the business.

While talking to Max about the old days, with the awful roads that I remember very well, it was a testament to our resilience that we endured and succeeded. The drivers had trucks without the creature comforts they have now including power steering or air-conditioning. The drivers of today would never tolerate the equipment and conditions we had back then.

We spoke about how the industry had changed, how the safety and compliance regulations had made it so much safer, that the trucks themselves and all the new equipment had improved our industry beyond imagination.

We also spoke about giving back and contributing to industry associations, and to your community because none of us can be successful unless you are prepared to put something back into those that support you.

We chatted about how people and culture reflect on a business and how those people contribute to the success of family companies and large corporations but how that culture comes from the top down. We also talked about how industry and companies need to be aware of, and take advantage of, the skills and experience of their long-term employees to ensure the future and better training. And discussed how beneficial to have these elders share their knowledge with newcomers and embrace new people into the industry, plus how training needs to be improved, especially for licensing.

How we somehow need to make the industry more attractive to people; how we need to improve our image outside our own industry, and what can be done to do that, made for a long and wide-ranging conversation and one I thoroughly enjoyed.

His advice for us was to be fully committed, enjoy your work, surround yourself with good people, take your opportunities and give good service. It is very obvious that this has worked for him!

I can only hope that when I get to be the same age as Max Luff and I look back at my legacy, that it is one such as he has left behind because he is indeed a Long-Haul Legend, an inspiration for us all.

Listen to Jacquelene Brotherton's Long-Haul Legend podcast series on Australian Truck Radio at australiantruckradio.com.au or download the app.

TWU *Michael Kaine*

Unwelcome intrusion

The gig economy is making dangerous inroads into Australia's traditional road transport industry

Without a safety net of standards, contractors have little autonomy over how or when they work. The exploitative gig economy model is now well established in Australia and is rapidly moving further into traditional transport.

It poses an existential threat to truck driver jobs as we know them – including for owner-drivers whose contracts face being replaced by apps and algorithms which dictate low rates on a take it or leave it basis.

Despite the horrific conditions, Australia is estimated to have roughly 250,000 transport gig workers. Many are chasing the dream of 'flexibility'.

A recent McKell-Transport Workers Union study has shown that the 'flexibility' of gig work is unobtainable while an absence of rights and protections means workers are a slave to their jobs to feed themselves and keep a roof over their head.

Contrary to the myth that transport gig workers are engaging in a side hustle for some extra cash, these workers instead have little choice but to work longer, harder and faster to make ends meet.

Almost half of the workers surveyed worked more than 40 hours a week, and 81 per cent said they are dependent on the income to pay bills and survive. In other words, this is not pocket money. Roughly half said they struggle to afford groceries and household bills.

The dream of working when you want, for how long you want, is unfortunately an illusion. Three quarters said they have to work long hours to make enough money, while 69 per cent feel compelled to work during peak times to boost their earnings.

Even then, gig workers are falling well short – with roughly half earning below the minimum wage after costs. Translated across the 250,000 gig workers in Australia, that's more than 100,000 transport workers being seriously ripped off.

What's worse, the study showed that earnings actually decrease the more you work. Two thirds of those working full time hours are falling below the minimum wage, likely because of longer gaps between jobs which is unpaid waiting time – a concept familiar with owner-drivers.

Cost recovery is a concept alien to the gig economy. There is not even a human on the end of a phoneline to talk to about rising fuel costs. Rates are on a take it or leave it basis, and if you decline too many, your account could be 'deactivated'.

A quarter of workers surveyed had faced the instant contract termination of 'deactivation' without right of reply. Their access to the app which provides them jobs is gone. It's literally inhuman.

UNTIMELY DEATH

Recently, at Parliament House, the uncle of a food delivery rider killed in 2020 shared the heartbreaking story of how his nephew was treated like a robot on the end of an algorithm.

Yavuz told politicians that at 12.51, his nephew Burak Dogan went under a truck. The gig company he was working for claimed he wasn't working for them at the time. But records showed that at 12.51, a job offer was sent to Burak's phone. Most likely, Yavuz said, Burak was distracted by the alert on his phone when the horrific crash occurred.

> **"He failed to respond as he lay dying on the road."**

MICHAEL KAINE is the national secretary of the Transport Workers Union of Australia. Contact Michael at: NSW Transport Workers Union, Transport House, 188-390 Sussex Street, Sydney, NSW 2000. **twu@twu.com.au**

Burak received a reminder of the job offer at 12.54. He failed to respond as he lay dying on the road. But the company says he was not working for them, meaning Burak's family received no compensation from the insurance policy.

In Australia's deadliest industry, we can't allow this absence of standards to keep dragging down transport. Already this year, 20 truck drivers have been killed – almost half the total fatalities in all of 2022 in just four months.

Since 2017, 12 transport gig workers have been killed – that we know of. The way that workers are engaged via apps and algorithms means there could be far more that fell through the cracks, unreported as workplace deaths.

Over half of gig workers surveyed said they feel pressured to rush and take risks on the road to pay the bills and to complete as many orders as possible in as short a timeframe as possible. When you're paid peanuts on a job-by-job basis that's literally all you can do.

This year we have the opportunity to reform transport and lift standards and safety across the industry, including by giving better rights and protections to contractors.

The McKell study – and Burak Dogan's story – show that this reform would be lifesaving. But not only would it save lives, it would save our industry and our jobs from being swallowed up by the gig economy vortex.

Recently, Milkrun – a gig company trying to do the right thing by paying workers a living wage – collapsed. It follows the devastating collapse of Scott's Refrigerated Logistics and Rivet Mining Services, which were market leaders in cold chain and mining transport services.

Transport is in crisis but the solution is on the horizon. It's up to all of us to fight for it with both hands.

You can read the McKell report on our website at: twuaus.com/McKellReport

Truck festival ready to rock

Brisbane Truck Show brings live music to the riverside

The South Bank Truck Festival, an extension of the Brisbane Truck Show, will be music to the ears for fans of Aussie rock.

The Rock on Riverside show, a mini music festival, will be held over two evenings on May 19 and May 20 from 5pm to 9pm at South Bank Parklands alongside the big displays of heavy vehicles.

Multi-ARIA award-winning rock band The Superjesus will take the stage on Friday night, May 19 along with Chris Cheney, better known as the lead guitarist, vocalist and chief songwriter of Aussie rockers The Living End.

Earlier this year The Superjesus released their new single, 'Money (We're Only In It For Love) as a precursor to a new album expected later in 2023.

Cheney released his debut solo album, *The Storm Before The Calm*, in 2022 following six albums with The Living End.

Top: The Australian Rock Collective or ARC, featuring (from left) Kram, Darren Middleton, Mark Wilson and Davey Lane

Above: Grinspoon frontman Phil Jamieson will be rockin' on in Brisbane on May 20

Below: Long standing Oz rockers The Superjesus will headline the Friday Night Rock on Riverside show at South Bank during the Brisbane Truck Show. *Photo by David Sheerman*

Saturday, May 20 will see the appearance of supergroup the Australian Rock Collective (ARC), containing members of some of Australia's most successful bands.

Kram, drummer and vocalist from Spiderbait, will front ARC along with bass player and pianist Mark Wilson from Jet, guitarist Darren Middleton from Powderfinger, and Davey Lane who has played with You Am I, The Wrights and The Pictures.

In addition, Grinspoon's singer-guitarist Phil Jamieson, who released a solo album *Somebody Else* in 2022, will bring his rock credentials to the Saturday night stage.

To attend the gigs, free pre-registration is required with an optional gold coin donation.

All proceeds from the two gigs will go towards Healthy Heads in Trucks & Sheds, South Bank Truck Festival's nominated charity.

The high-energy two-night music festival will be presented by Live at South Bank, in partnership with South Bank Truck Festival and QMUSIC, this high-energy event is not to be missed.

For more information and to pre-register, visit the website at liveatsouthbank.com.au.

WHAT'S ON upcoming events

BRISBANE TRUCK SHOW

May 18-21, 2023. Brisbane Convention & Exhibition Centre, Qld

Organised by Heavy Vehicle Industry Australia (HVIA), the Brisbane Truck Show is held every two years and attracts approximately 290 exhibitors and up to 40,000 attendees. As the largest event of its type in the southern hemisphere, the Brisbane Truck Show stands alone as the premier event in Australia for the transport industry showcasing the latest in heavy vehicles, technology, engineering and innovation.

For further information see the website at www.brisbanetruckshow.com.au

HERITAGE TRUCK ASSOCIATION ANNUAL SHOW

May 20-21, 2023. Rocklea Showgrounds, QLD

A weekend of fun and activities at the Rocklea Showgrounds, located corner of Marshall Road and Goburra Street. You can expect a huge array of vintage and heritage trucks, stationary engines, vintage cars, heritage buses, vintage tractors and more. Entry is $5 for adults and children under 14 are free. Sponsored by HVIA.

For further info phone 0448 604 190, 0477 499 530 or 0439 222 762 or see the website at https://heritagetruckassociation.com.au and the Facebook page at www.facebook.com/heritagetruckassociation

PUTTY ROAD TRUCK DRIVERS MEMORIAL SERVICE

June 3, 2023. Milbrodale, NSW

New date! Held at Garry Miller Memorial Park, Putty Rd, Milbrodale. Service starts at 1pm. Local school providing refreshments from 11am. Afterwards, ticketed reunion dinner at 6pm, Charbonnier Hotel, Singleton at $60 per head.

For dinner tickets and accommodation phone Marie Warby on 0414 631 206 or 02 4578 5492. Memorial enquries phone Paul Crollick on 0427 472 250 or Shane Kent on 0419 287 159 or see the Facebook group page.

ALEXANDRA TRUCK UTE & ROD SHOW

June 11, 2023. Alexandra, Victoria

Celebrating the 26th year of the Alexandra Truck, Ute & Rod Show on the Queens Birthday long weekend in June, 2023. Sunday Show 'n Shine on Alexandra's main street, includes live music, Victorian woodchop tournament, exhibitions and trade displays, kids amusements and Truck Show Day raffle draw. Be early on Saturday for the local markets, convoy and truck driver's memorial service at 2pm and sponsors' dinner at 6pm.

For truck show details email trucks@alexandratruckshow.com.au, or for further info phone Gordon Simpson on 0409 577 212, Andrew Embling on 0418 266 038, Facebook page or see the website at www.alexandratruckshow.com.au

WAUCHOPE YESTERYEAR TRUCK & MACHINERY SHOW

July 8 & 9, 2023. Wauchope Showground, NSW

Featuring historic and late model working trucks, vintage cars and tractors, machinery, motorcycles and stationary engines. Plus market stalls, swap meet and family entertainment. Free entry for exhibitors. $10 weekend camping. Saturday night fully catered meal and unreserved auction with proceeds to charity.

For info phone Greg and Christine Cavanagh on 0400 366 422. The truck exhibition inquiries phone Kirby Maxwell on 0407 594 149 or see the Yesteryear Truck and Machinery Show Facebook page www.facebook.com/groups/1671228919932231

CASINO TRUCK SHOW

August 5, 2023. Casino, NSW

Show sponsored by North Coast Petroleum. The Highway Lights Parade will roll through Johnston and Centre Sts from 10am on Saturday. Truck registrations ($30 each) from 6am at the Casino Industrial Area on the town's east side. Includes live music, amusements and markets. Over $12,000 in cash and prizes. Presentation at 2pm. Plus plenty of blinged up trucks from all across Australia will be parked in the CBD. Bobtail and rigid trucks only.

For further info email info@casinotruckshow.com.au or Darren Goodwin at dtgoodwin1@yahoo.com.au and see the website at www.casinotruckshow.com.au and Facebook www.facebook.com/casinotruckshow

NATROAD CONFERENCE 2023

September 27 to 29, 2023. Gold Coast, Queensland

The National Road Transport Association (NatRoad) is pleased to invite members to the NatRoad National Conference 2023, to be held at the RACV Royal Pines Resort, Benowna on Queensland's Gold Coast from September 27 to 29. Includes the 'NatRoad Parliament' and the NatRoad Awards presented at the Gala Dinner.

For further info see the website at www.natroad.com.au or the Facebook page at www.facebook.com/natroadaustralia

To have an event listed free, phone 0408 780 302 or e-mail greg.bush@primecreative.com.au

As well as being involved in road transport media for the past 23 years, GREG BUSH has strong links to the music industry. A former Golden Guitar judge for the Country Music Awards of Australia, Greg also had a three-year stint as an ARIA Awards judge in the late 1990s and wrote for and edited several music magazines.

Sounds of the season

From heavy rock to psychedelia and beyond

THE SILVERSOUND

The Silversound
Cheersquad Records & Tapes
www.cheersquad.com.au

The Silversound

Talented Melbourne musicians Shana O'Mara, Andrew Tanner, Stu Thomas and Leroy Cope have joined forces as The Silversound for their debut album of the same name. Containing 10 original compositions, sound-wise it's a trip back to the psychedelic years of the late '60s and early '70s. There's a big beat and constant bass riff to 'Shaker', a seven-minute exercise in swirling guitar solos and echoing vocals. The Silversound echoes the style of The Grateful Dead on 'Rider', a 13-minute combination of blues, rock and psychedelia. Elsewhere, there's a touch of grunge on 'Wolf' as Tanner's vocals take on a menacing tone. The band switches to ambient mode on 'The Last Drive-In', a dream-like track, and the album winds up with the quieter, poetic 'Fat Old Sun'.

CONTINUE AS A GUEST

The New Pornographers
Merge Records
thenewpornographers.com

What started out in 1997 as a meeting of individuals who arrived from other projects, Canadian indie rockers The New Pornographers has released nine albums to date, the latest being *Continue As A Guest*, written and recorded during the COVID lockdown. With Neko Case on lead vocals for most tracks, the six-piece band delivers a fresh batch of accessible sounds, including the title track with its grinding rhythm guitar. Chief songwriter and band leader A.C. Newman delivers a '60s sound to 'Bottle Episodes', time changes and all. There's a light-hearted tone to 'Cat And Mouse With The Light', and there's heavy guitar riffs on 'Really Really Light' in contrast to Case's cheery vocals. The final track, 'Wish Automatic Suite', starts out as a quiet finale before developing into a catchy pop-rock track.

IN BETWEEN THOUGHTS ... A NEW WORLD

Rodrigo y Gabriela
ATO Records
www.rodgab.com

RODRIGO Y GABRIELA

Mexican duo Rodrigo y Gabriela picked up a 2020 Grammy award in the Best Contemporary Instrumental Album category for *Mettavolution*, but one listen to their new release *In Between Thoughts ... A New World* and it's a sure bet they're on track to surpass that effort. Rodrigo Sánchez and Gabriela Quintero are top shelf musicians, combining their talents perfectly on the new album's opening track 'True Nature', a combination of frenzied lead, rhythm guitars and symphonic sounds. 'Descending To Nowhere', released as a single, is another upbeat track, however 'The Eye That Catches The Dream' starts as ambient guitar music before upping the mood and tempo to a guitar crescendo. Who needs vocals when you have musicianship of this quality?

THE WARRIORS BENEATH US

The Go Set
Four Four/ABC Music
thegoset.com

THE GO SET
The Warriors Beneath Us

Geelong six-piece band The Go Set has been around for 20 years or so, chalking up eight albums along the way, including its latest release *The Warriors Beneath Us*. However, this new album is the band's first in six years, the pandemic having some impact on their usual prolific output. Always embracing the sounds of Celtic folk-rock, The Go Set pays homage to UK punk band The Pogues with a cover of 'Sunnyside Of The Street' but its all self-penned compositions for the other 11 tracks. 'West Into The Sun' is a rousing rocker about young men being forced to fight in foreign wars, while 'Take Me Home' comes across as a pub anthem. The Go Set have played around 1500 gigs around the world, and they sing of those tough touring times on 'Broken Bones And Hearts' and again on 'Raise Your Hands', both energetic rock tracks. There's plenty of variety here.

LIVE IN PARIS

John Butler
Jarrah Records
johnbutlertrio.com

JOHN BUTLER
LIVE IN PARIS

Aussie singer-songwriter John Butler has done well for himself, not only in Australia but in Europe and the US as well. Hence, the release of *Live In Paris*, recorded over two nights at the Le Trianon theatre in 2022 as part of Butler's first-ever solo tour. A mainly stripped-back affair with Butler on vocals and guitar, he delivers a crisp performance of 'Spring To Come' before bringing in the harmonica for one of his biggest hits, 'Better Than' which then transitions into 'Betterman'. Butler shows off his guitar prowess on the instrumental 'Ocean', and loop technology allows him to add harmonies to his own vocals on 'Revolution'. He delivers an emotive version of 'Coffee, Methadone and Cigarettes', a song about his grandfather who died in a WA fire, and brings out the blues for the final track 'Pickapart'. Available as a triple vinyl record and double CD.

72 SEASONS

Metallica
Blackened Recordings/Universal
www.metallica.com

It's been a long time between albums for heavy metal masters Metallica – in fact the US band's new release *72 Seasons* is only their fourth since the year 2000. Three singles preceded the new album's release, including 'Lux Æterna', a typically energetic track with lead guitarist Kirk Hammett in full cry. Lead singer James Hetfield takes a dim view of his self worth amid pounding guitars on 'If Darkness Had A Son', and the band tackles a taboo subject while facing fears on 'Screaming Suicide'. In usual Metallica fashion, a long instrumental section opens 'Sleepwalk My Life Away'; and again on 'Too Far Gone'. There's more self-confrontation on 'Inamorata', an 11-minute track that starts at a slow unwavering pace before Hammett delivers the best guitar licks on the album. Metallica leaves nothing in the tank on *72 Seasons*.

Country Corner

LIVIN' THE DREAM

The Wolfe Brothers
BMG
thewolfebrothers.com

WOLFE BROTHERS
LIVIN' THE DREAM

Australian country music duo Tom and Nick Wolfe, better known as The Wolfe Brothers, deliver another classy offering with *Livin' The Dream*, their sixth studio album. At the time of writing, *Livin' The Dream* had reached the number one slot on the ARIA country chart and number eight on the mainstream chart. The Wolfe Brothers hit the ground running while preparing to take a punt on 'Put The House On It', then British duo The Shires add vocals to 'Love Like That'. Essentially a country rock outfit, The Wolfe Brothers take time out for 'Here's To The Ones', a ballad that pays homage to their mother who passed away in 2022. The boys have fun on the title track and can't believe their luck on 'Diamond In A Dive Bar'.

THE CHICAGO SESSIONS

Rodney Crowell
New West Records
rodneycrowell.com

US singer-songwriter Rodney Crowell has always represented the edgy side of country music, *The Chicago Sessions* continuing that trend. Produced by Jeff Tweedy of alternative rock band Wilco, Crowell delivers nine of his own songs, including one he wrote in the 1970s. Emmylou Harris recorded 'You're Supposed To Be Feeling Good' when Crowell was a member of her Hot Band, the song receiving a makeover thanks to Tweedy's characteristic guitar work. He also covers Townes Van Zandt's 'No Place To Fall', a song for the romantics. Australia's Jedd Hughes adds guitar and banjo on the album, as well as co-writing 'Loving You Is The Only Way To Fly', a song with a retro feel.

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Founder TruckWiz,
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SLEEP APNOEA AND FITNESS TO DRIVE

For drivers who suspect they may be suffering from sleep apnoea, a personal sleep study can be conducted in the comfort of their own home

Currently, for people medically diagnosed with sleep apnoea that requires treatment, it is mandatory to have medical conditions added to their commercial licence. These conditions usually need to be cleared bi-annually by a specialist and a fitness to drive form completed for submission to the State road and traffic authorities.

Non-commercial licence holders are a little different, but for commercial licenses it can be a nightmare to navigate (no pun intended).

Fitness to drive is assessed when a patient that has been recommended to use therapeutic equipment like CPAP (Continuous Positive Airway Pressure) and has their treatment monitored to verify efficacy and usage reported onto the diagnosing physician for clearance. This is usually done by a sleep specialist in a clinic that specialises in CPAP therapy assessment.

Alarmingly, due to these conditions, we often hear that commercial drivers are reluctant to undergo sleep apnoea testing because of the ramifications of a positive test.

The failure to undergo testing is a major issue as drivers are putting their health at risk, as well as other motorists and their commercial equipment. Driver fatigue is one of the leading causes of motor vehicle accidents globally and, for those with a sleep apnoea, the risks are even higher.

> “DRIVER FATIGUE IS ONE OF THE LEADING CAUSES OF MOTOR VEHICLE ACCIDENTS GLOBALLY.”

So why are we letting something so easily overcome stop us from being properly diagnosed and treated?

Sleep apnoea testing is pretty straight forward and can be done with or without a specialist or GP, meaning that nobody needs to know about it (if you don’t want them to).

Ideally, you should discuss your sleep health issues with your GP who will refer you for a sleep study. But if getting a GP involved deters you from being tested or you simply don’t have a GP accessible, then you can request a private study with Synergy Sleep.

Most people are now aware that sleep disorders may result in cardiovascular disease, stroke, weight issues, diabetes, high blood pressure, psychiatric disorders and depression as well as just feeling generally tired all day. So, if you suspect you might have a problem, contact Synergy Sleep for more information about the study options available.

As one of Queensland’s leading sleep clinics, Synergy Sleep has an outstanding reputation for straight talking and honest advice. They will perform your preferred sleep study in the comfort of your own home and then discuss with you what all that data really means. If CPAP or a MAS (Mandibular Advancement Splints) is clinically indicated they can certainly help you get started.

For those already on treatment, Synergy Sleep will thoroughly review your therapy and optimise outcomes. Sometimes your clinical settings just need a little tweaking, but in some cases the whole thing needs an overhaul. Whatever the case, the staff at Synergy Sleep actually know what they’re talking about (unlike pharmacies or CPAP retailers). So why not call in and see for yourself?

You are the best judge of how you feel, so if you think you might need more support, or are just getting started, call today. Synergy Sleep is literally one minute off the M1 in Beenleigh in south-east Queensland.

Take back control of your health and diagnostic pathways. Nothing should limit you from getting the very best health outcomes – and don’t we all want to feel the very best we can every day?

THE LEGAL VIEW *Sarah Marinovic*

Getting back on track

A way to remove lengthy licence disqualifications

Do you know someone whose licence has been disqualified for a long time in NSW? This month we're trying to get the word out that there are options to get long disqualifications lifted. Lately we've been seeing lots of people who've been off the road for over a decade without realising there are options.

While it's unlikely that our readers are in this position, you might have a friend or family member who is. We're hoping that by sharing this information you might be able to help them out.

Long disqualifications have been a problem in New South Wales because of a program called Habitual Traffic Offender Declarations. These laws meant that once someone was convicted of three serious driving offences in five years (e.g. driving with a suspended licence), they were declared an 'habitual offender'. This added an extra five years' disqualification onto whatever the court already gave them. Every offence after that also added another five years. Very quickly people could rack up 10, 20 or even more years of licence disqualification.

SARAH MARINOVIC is a principal solicitor at Ainsley Law – a firm dedicated to traffic and heavy vehicle law. She has focused on this expertise for over a decade, having started her career prosecuting for the RMS, and then using that experience as a defence lawyer helping professional drivers and truck owners. For more information email Sarah at sarah@ainsleylaw.com.au or phone 0416 224 601

The shame was that often people would get these 'habitual offender declarations' when they were young and immature. Unfortunately, they were stuck with the consequences long after they'd grown up and corrected their ways.

The Habitual Traffic Offender Declaration scheme was scrapped in 2017 when NSW parliament decided it did very little to prevent people from reoffending but did make it very hard for people to get their lives back on track.

Although no new habitual offender declarations can be made since 2017, the law didn't automatically remove the ones that have already been made. So anyone who still had these declarations on their record is still serving the disqualification, but they don't need to!

In NSW you can apply to the Local Court to have your habitual declarations removed. Since the scheme has been scrapped, magistrates are often willing to grant the applications. Where granted, the person can usually apply for their licence straight away.

Additionally, when they scrapped the habitual offender declarations in 2017 they also brought in a law that lets people apply to have their court ordered disqualification removed in certain circumstances. If you've served at least two years disqualification for offence like driving while disqualified or four years for major offences like drink driving, then you might be eligible to apply to the Local Court to have the remainder of your disqualification removed. There are other criteria that you need to meet, so it's important to get advice before submitting the application.

Most importantly, we want people to know that there is hope. Too often we speak with people who've needlessly been unable to support their families and get back on track. Hopefully by getting this information out there we can help people move forward. ■

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"There's concern among drivers that a positive diagnosis for sleep apnea will affect their commercial license, and while there are some implications, ignoring the issue is dangerous. Fatigue is the biggest cause of HV accidents and Synergy Sleep can guide you through the "fitness to drive" process and provide everything you need to keep you on the road feeling alert and refreshed!"

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FACING THE FUEL COST CRISIS

The Australian transport industry has found itself between a rock and a hard place. Unforeseeable events overseas have resulted in sky-high diesel costs while years of government inaction have left operators with no easy path to electric alternatives. *Julian Daw* sat down with industry body heads find out what options we have left

The Australian transport industry has been feeling the pain of rising fuel costs for a long time. The COVID 19 pandemic, followed by the war in Ukraine have meant disruptions and difficulties in securing fuel from overseas as well as a general rise in the cost of diesel.

The transport industry benefits from a fuel tax credit system whereby the government subsidises the cost of diesel fuel for businesses operating heavy vehicles.

At the same time there exists a fuel tax excise and a road user charge which are costs the government charges to road users.

Recently however, there has been pressure on the government to reduce this subsidy in order to claw back more revenue for the budget.

Warren Clark, CEO of the National Road Transport Association (NatRoad) says these charges cannot continue to increase indefinitely.

“Fuel costs are at record levels; the industry cannot bear any more fuel costs so these charges should not be raised.

“Our research suggests that fuel prices will be even higher this year. The price of fuel being the number one concern to our industry means there will be even more cost pressure on businesses.

“It’s a huge issue for industry,” Clark says.

No one, it seems is happy with fuel at the moment. While transport businesses bemoan the relentless price increases, environmental advocates push Australia to reduce its carbon emissions, of which road transport contributes a significant amount.

Melbourne-based think tank The Grattan Institute argued in its report on the fuel tax credit system that the government should not be subsidising road emissions. This leaves the road transport industry in a difficult position as alternate fuels and carbon zero vehicles are not yet a viable option in this country.

Clark explains: “The argument for emissions is not relevant. When you look at the distances, we have to cover to deliver freight in Australia. The infrastructure to charge and refuel these vehicles is not there.

“All a reduction in the tax credit system would do is put more pressure on the cost of living and contribute to more inflation,” Clark says.

Such a dramatic increase in the cost of fuel that would result from a reduction in the tax credits would be incredibly damaging to the transport industry. Many smaller transport businesses operate on very small margins and so if they were not able to quickly pass on increased fuel costs, such a shock could see them go out of business.

Customer pressure

CEO of the Victorian Transport Association (VTA), Peter Anderson, says operators are always acutely aware of fuel costs.

“After wages, fuel is the biggest direct business cost faced by operators, and it’s also the most variable.

“Higher diesel costs need to be passed on in full through the supply chain, but pressures from customers and prime contractors make this difficult for many operators.

“The impact of the previous government’s six-month fuel-tax cut left many operators with pressure on cash flows,” Anderson says.

Anderson adds that the VTA wants positive action from the government aimed at taking pressure off the road freight industry.

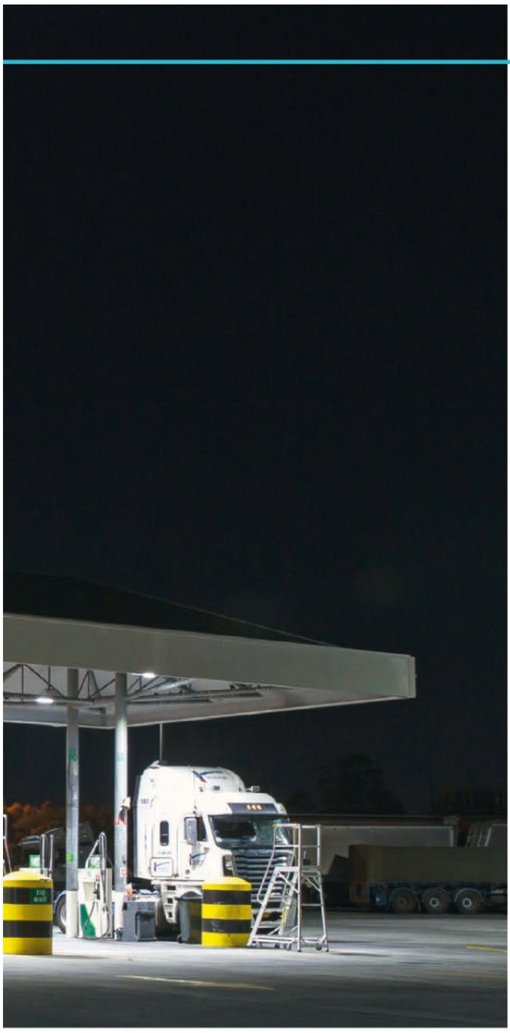
He says in the lead up to the May federal budget, the VTA advocated for financial relief and greater concessions for operators.

“Limiting increases to the road user charge and increasing fuel tax credits to offset higher diesel costs, are practical outcomes the government can do now to alleviate pressure on all road freight operators.

“Penalising the road freight industry by not recognising the impact of sudden increase in the cost of fuel will only lead huge increases in the cost of goods to all consumers,” Anderson says.

Ukraine impact

The larger issue around fuel costs is Australia’s dependence on diesel and petroleum purchased from overseas. Fuel sources like these are subject to changing international conditions, such as the war in Ukraine, but

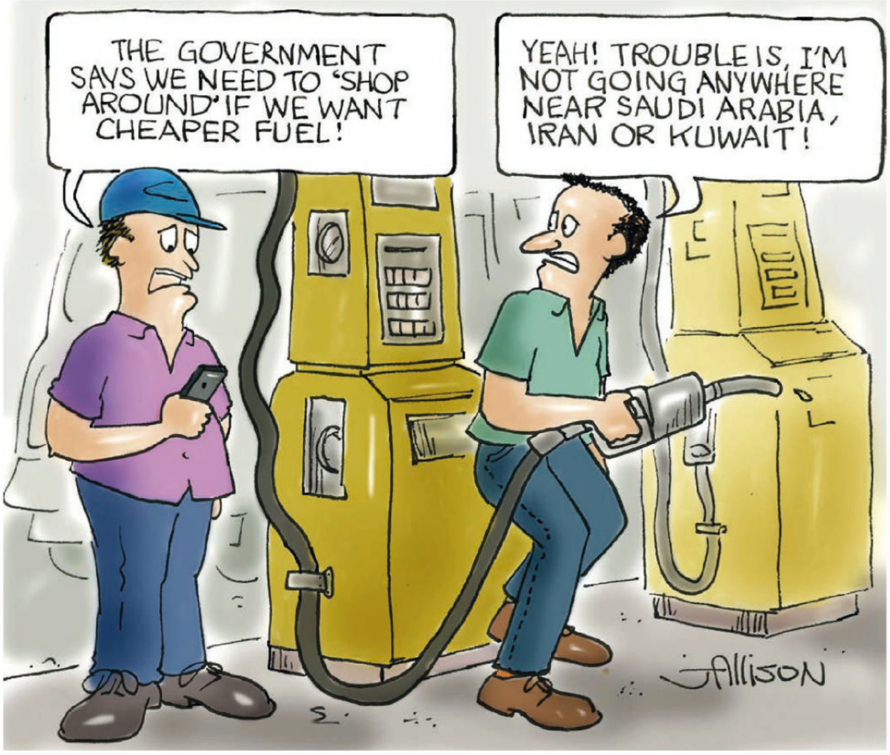


more importantly their supply is never fully guaranteed.

If Australia was able to transition to domestic fuel sources, such as renewable energies, then we would not have to fear such unstable prices for operators, nor being cut off from a supply all together.

Warren Clark says Australia is being held to ransom on the price of fuel.

"Electric vehicles would reduce our dependence on foreign fuel, unfortunately that's not yet viable here due to the large distances our freight needs to cover.


THE GOVERNMENT SAYS WE NEED TO 'SHOP AROUND' IF WE WANT CHEAPER FUEL!
YEAH! TROUBLE IS, I'M NOT GOING ANYWHERE NEAR SAUDI ARABIA, IRAN OR KUWAIT!
J Allison

"We need the government to look at the sovereignty of our fuel supply chain in this country," Clark says.

Many industry bodies agree they would like to see more support from the government in general, both to incentivise alternative energy vehicles and support operators.

Anderson says, of course, operators would move to zero emissions vehicles if it was a viable option, but that they shouldn't be punished for being forced to stick with diesel until the conditions improve.

"The freight industry would be pleased to transition away from diesel if there was a viable energy source available.

"The freight industry should not be penalised due to the lack of transitional energy pathways. Fuel should not be used as an indirect tax on goods and services.

"The Freight industry continues to meet its obligations to meet the demands of every Australian. Recognition of the impact of the cost of diesel that faces every transport business by the Government is vital for the sustainability of the road freight industry," Anderson says.

It's also important to note that anything hurting the freight industry will end up hurting consumers as well. The last thing governments should be doing in the middle of a cost-of-living crisis is adding more operating costs to transport businesses.

Any cost prices businesses end up passing on will result in higher prices for goods, such as supermarket items, and will contribute to higher inflation.

The end goal will always be to transition away from diesel and shore up a dependable, local fuel source. However, now is not the time to add more pain to operators already struggling to stay afloat.

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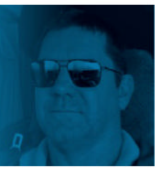
TRUCKS

NRFA *Trevor Warner*



The diplomatic road

Aggressive approaches to State and Commonwealth transport ministers will not achieve a desired result

I have been a member of the National Road Freighters Association (NRFA) Inc for six or so years now and have observed its growth and engagement with lawmakers, government agencies and the regulator. Many may wish the transport industry would be left alone and for us to run our own show, however there are persistent pressures in every business that may result in decisions that lead to unsafe practices. So yes, we need some legal framework to avoid anarchy.

We all know that if we didn't have laws and regulations we would be back to the bad old days of overnight express market runs to Melbourne and back to Brisbane with only a few hours of sleep in trucks that may or may not hold together along the way. The numerous driver memorials around the nation are a reminder of the worst outcomes this industry can deliver.

The NRFA has seen its 10th birthday come and go and in that time the association has developed trusted relationships within government departments and with politicians. Relationships that didn't come about by walking into their office with a cricket bat and saying, "Now listen up you bastards" (to steal a phrase from our great mate Mike Williams).

NRFA board members are engaged with the National Transport Commission, National Heavy Vehicle Regulator, various safety committees and industry advisory groups throughout Australia. We all wish things would move faster than they do, but government has their way of doing things and there is a process. We still have this thing called 'Federation' with many people in our industry still getting confused with how jurisdiction works.

The states run the show when it comes to road transport and within each state we have local managers who are tasked with assessing requirements of their designated areas and reporting or submitting action requests up the chain. The Commonwealth attempts to provide the synchronised framework between the states.

Aggressively communicating with State and Commonwealth transport ministers doesn't achieve much and the rank and file never gets to hear about the problem.

Transport ministers have their sub-committees who also collect and assess requests made by stakeholders. These government positions have a huge task to assess all the requests from the other departments and committees. It is a huge task to deal with so it should come as no surprise why the hierarchy appear to be deaf or unwilling to listen the angry truckies with the cricket bat, other than to ignore you or politely ask you to leave (or call the police.)

FATIGUE FLEXIBILITY

A major achievement for the NRFA of late has been our engagement with the regulator to design a better path to achieving flexibility with the fatigue laws. These current laws are meeting of minds between protecting the general public and the trucking industry. Some laws seem unreasonable and ill-thought, but there is a pathway to recognise and separate our highly experienced operators and the inexperienced ones.

The Regulator has listened intently and is in the process of building a product that doesn't require a degree in OH&S to complete the entry process. This will allow more operators to custom build their own fatigue management system and comply with the relevant laws and regulations. Acts and regulations are difficult to change, so through consultation with the regulator, they have developed an easier pathway.

The ultimate aim is to provide an even playing field for all participants, rather than set freight rates. Compliance can be used to lay the minimum standards that fit our democratic and capitalist endeavours without having big government involved.

Many of us understand that in some cases, the current standards seem unjustified and ridiculously unworkable. This is why industry participants need to take a position and ask the right people to transition suggested changes.

In a democracy, numbers count. The bigger the voice, the greater weight is gained.

Drivers are always demanding better wages and conditions, so the NRFA has teamed up with the Transport Workers Union to provide evidence and support to bolster their attempts to achieve a better balance in the wages space. Capitalists want cheap labour and drivers want to be paid a reasonable rate.

TREVOR WARNER is an interstate driver along the eastern seaboard with 20 years' experience. He is the current national secretary of the National Road Freighters Association.

BELOW: The Lights On The Hill Memorial at Gatton, Queensland

Without a collective approach, the task is too great and too expensive for most individuals and small groups to debate a mutually fair outcome.

While I don't agree with some things that unions do, wages and conditions for transport workers is mutual territory for us and a joint approach is the best use of limited resources. The NRFA supported a Fair Work Commission variation (am 2019/23) to the Road Transport (Long Distance Operations) Award back in 2019 and still supports those suggested variations today. Road transport must compete with other industries for workers and the only way to achieve that is with competitive pay and conditions.

The NRFA has two seats on the Commonwealth Rest Area Committee which will provide our members with a direct path to the decision makers and more broadly, a conduit for industry participants to communicate the precise needs of drivers. Again, it's a process, but now we have real world experience at the decision-making table.

The Heavy Vehicle National Law (HVNL) 2.0 consultation arena also has representation by the NRFA. Our team is providing evidence from the coalface for this very important milestone in transport legislation.

Many of us may never see the next incarnation of the HVNL, so it is vitally important we can impart our decades of knowledge and tens of thousands of driving hours to the NTC at this time.

A proper consultation of HVNL 1.0 previously may have avoided some of the unintended consequences which the NTC is attempting to correct.

With drivers and owner operators in the NRFA executive team, we can precisely convey the challenges these laws place on the person behind the wheel. After all, these laws are ultimately there to influence the outcome of that person and to provide a framework which should ensure public safety.

EWD RELUCTANCE

The scuttlebutt on the highways is still mostly negative towards EWDs (electronic work diaries) and for good reason. Consignors and consignees are largely ignorant to the laws that drivers face, so drivers are reluctant to submit to a more rigid data collecting device. When the industry is all too ready to throw the driver under the bus, it is understandable.

However, I have found the EWD to be a powerful tool to support the driver and to push back on ambitious allocators. The process must commence somewhere and the NRFA has provided ample evidence of the reality of trucking to the lawmakers and the regulator in the hope to provide a better understanding and for them to properly legislate for an equilibrium between all parties and we believe that lies with the EWD (real time data flow) and flexible realistic work/rest framework.

By working together and sharing our experiences with the right people isn't selling out to Big Brother but diplomatically advising the key players that their knowledge isn't complete for the best outcomes for public safety and transport worker mental health.

A champion team will always achieve more than a team of champions.

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The Ryno story began in 1984 when founder Greg Rynenberg started an insurance broking firm out of his garage with a keen focus on the transport industry. With the help of his wife, Debbie, the business soon grew a portfolio of happy clients, ranging from single vehicle owners to large fleet operators.

"I've always had a lot of respect for owner-drivers, probably because I understand the struggle of running a small business and the pressure it can put on you and your family," Mr Rynenberg said.

Taylor Burstow, the team leader at Ryno, says an insurance broker's role is to do the heavy lifting and assist businesses in finding suitable cover.

"Insurance can be very confusing, with seemingly endless pages to read when obtaining and comparing quotes, our job is to make that easier for you."

He says a key aspect of insurance is understanding how your business activities line up with the cover you choose, otherwise you may not be properly protected.

"You might go directly to an insurer for an off-the-shelf policy, only to find out at the worst time possible that you weren't covered under a specific policy wording or exclusion, leaving you high and dry."

He says this is a surprisingly common pitfall.

"I can't stand seeing that happen to hard-working truckies, and it's where having a relationship with a broker is most valuable, even more so than the time and money saving opportunities."

He says the company services a variety of clients and business types, from general freight, to fridge, to tippers.

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EYES ON THE ROAD *Rod Hannifey*

Rest area frustration

Decision makers will have toilets near their offices while truckies put up with substandard facilities

Recently I followed up on the extra New South Wales roads lacking rest areas and have also asked for a list of unfunded rest area works. I have since received a reply from Transport for NSW (TfNSW) saying my list was long and can they have some time to reply to all. I then spoke with Narrabri Council regarding parking beside Maccas. I also heard back from TfNSW re the Mackenzie River rest area and, yes, they did actually put up the 'No Entry' signs that they said they did not. It was part of an upgrade and they believe made it safer.

I told them myself and others disagree and said, "Unless you are going to build a rest area on the other side of the road tomorrow, I ask you to remove the signs". "No, I don't have the authority for either of those actions" was the reply, which I said I understood, but asked them to follow up and if they won't remove them, I will go higher and keep pursuing.

I have also followed up with the local police but when I was there the fellow I had emailed had been unable to get me on the phone (with the lousy phone service everywhere now I wonder why?) while I was on the way up and was then off that week. I hope to hear back from him on his return.

We had another meeting (I attended by phone from the side of the road near Bathurst) of the Heavy Vehicle Rest Area Steering Committee and should have the guidelines out for applications soon. I again raised some issues outside the scope and will be pursuing further. For example, who decides and where does the funding come from for stopping bays and can you legally sleep in them?

I also got a call back regarding the Cusacks Creek overtaking lane and the loss of a rest area in the Pilliga. The fellow said the southbound green reflector bay did not meet the guidelines and so was removed. I said, "it was never a green reflector bay, you people signed it and if it did not meet the guidelines, then why did you sign it? I have used that bay regularly and what are you then doing to replace it, let alone you have the southbound overtaking lane in the wrong place?"

How can they not know how a bay is signed, remove it without replacement and then try and blame me for marking it with green reflectors when there are none there? He said they are looking for spots but were struggling. Funny, I could find somewhere fairly easily but that would cost money. They can waste it, because when I again complained about the southbound overtaking lane being on a slope instead of a steep incline, I was told "We might add another overtaking lane later".

So why the hell are we not involved, included and given a chance to provide input before they do a job badly?

HAZARDOUS ADDITION

Let's now target Queensland's Department of Transport and Main Roads' Tiaro bypass, Cunninghams Gap repairs and Bruce Highway issues. I complained that before Traveston was built there were really only 10 signed bays from the Mary River to Burpengary and that for those running into Brisbane from the north, that was ridiculous in the extreme.

ROD HANNIFEY, a transport safety advocate, has been involved in raising the profile of the industry, conducting highway truck audits, the Blue Reflector Trial for informal parking bays on the Newell, the 'Truckies on Road Code', the national 1800 number for road repairs proposal, and the Better Roadside Rest Areas Group. Rod is the current president of the NRFA. Contact Rod on 0428 120 560, e-mail rod.hannifey@bigpond.com or visit www.truckright.com.au

> "If it is a hazard, why is it not removed?"

I have raised the issues before and now they plan the Tiaro bypass but are still hedging on what if any truck rest areas will be included. I did ring and list six separate issues re the Bruce Highway, with the 131940 number, including an abandoned car virtually on the fog line. I received a good hearing and hope they will be actioned over time.

So how many of you have rang and given details of a vehicle abandoned or left too close to the road to find it still there weeks later? I did at one time ring three weeks in a row about a ute parked just south of but northbound toward the Kapooka overpass and on the third call said, "I rang and reported this twice saying it was a hazard and close to the road and now someone has hit it". If it is well off the road, fine, but if it is a hazard, why is it not removed? Is it because the police have to pay if they seek to remove it and they want to save money instead of saving a life? I plan to ask each road authority who is responsible and why such vehicles can be left there for weeks or until they are hit and they suddenly they have the ability to remove it then?

I really don't think we are asking for too much, nor are we asking for gold plated bidets and toilets every 20 kilometres, but until those who make the decisions and provide the funds needed to use such roadside facilities, we will struggle to get their support and funds to see it happen.

Most of those who make the decisions have toilets on every floor of the buildings they work in, have food outlets either provided or within close reach from work and few really care about those who live on the road. So there is just you and me and a few others trying to see you get a fair go and it is mostly on top of doing the job.

I do hope you appreciate the efforts of all involved, unless of course you are doing your bit. Whingeing on social media does not count.

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WILKIE'S WATCH

Ken Wilkie

Flawed logic up north

Enforcement inconsistences continue to be a bugbear for truck drivers in the banana state

I've just completed a run to Cairns. A pleasant change in the main – I never tire of the wall-to-wall greenery. Doing oversize to or from that part of the world on the coastal route requires using the Burdekin River Bridge between Home Hill and Ayr. Sounds simple; except that one is required to contact Ray so that opposing traffic can be stopped to allow passage of the oversize load.

Now there is an additional requirement that carriers doing oversize have to contact the (not national) National Heavy Vehicle Regulator (NHVR) to have traffic control signals operated. I'm told there is a questionnaire to be responded to that asks for a pilot's registered number. Okay. More bureaucratic load on road transport to offset a very flawed situation.

In relation to the Burdekin River Crossing in a world too often saddled with maniacal terrorist acts, imagine the economic impact on North Queensland's and even on Australia's economy should some lunatics decide to action their stupidity on this crossing.

I returned down the 'alternative' road via Belyando Crossing. Hardly a route to support any overflow traffic from the coast road, not to mention that the Burdekin River Bridge also carries the North Queensland rail traffic. Our governments are spending billions of dollars to ease traffic congestion in the bottom corner of the state and are not giving a thought to the vulnerability of North Queenslanders.

Sadly, this unbalanced spending of borrowed resources reflects our distorted system of voting. It is all about numbers rather than real need.

Go for it Gary Mahon of the Queensland Trucking Association. Keep up the pressure for a viable alternative route.

One thing that did impress me on the run up was the consistency of the speed of drivers. The great majority were sitting on the speed limit – so need for overtaking or being pressured to tailgate in an attempt to get the job done. It was a different story homeward bound as I was governed by Queensland's irrational over-dimensional speed limits. It's not that I have any desire to race along like Peter Brock, although I like to be as considerate of others as he reportedly was in his professional sphere.

At 3.8 metres wide I had to rely on my pilot Graham to give guidance on following vehicles. Had we taken the coast route, the heavier traffic flow would have resulted in considerably more negative interaction with other vehicles.

BFM BLUNDER

My mate Chris has been on the phone again. You'll remember his son Dan got pinged almost $700 a few months ago for accidently failing to mark his BFM box on the revenue raiser. Just recently Dan made another of those mistakes that even the best operators can and do make. Bloody hell – he miscalculated his 14 hours by 15 minutes. The NHVR inspector went through Dan's record and found him to be a very responsible operator (as they are – father and son) and wrote him a formal warning, in case taskforce find the error so Dan is protected from harsh penalty.

But there is something interesting in this. Had the officer chose to write Dan up, the cost was in the vicinity of $400. So where is the logic? He makes an error in his fatigue management of a whole 15 minutes and its round figures of 400. He makes an error in his record keeping and its $700! What's logic got to do with it? From a safety risk management perspective, it's arse about face.

So, what's the point of chain of responsibility legislation? Should the question be: Is it important to have a level playing field? I thought an aspect of a democracy was the government ensuring a level playing field for business operators.

An out-of-line truck driver has had a slip shod attitude to fatigue and mass regulations. The NHVR people discover this and take the driver and his employer to task and the penalty for both is in the thousands. The taskforce intercepts an out-of-line employed driver to the tune of something like 50 breaches, at least some of which were failing to hand in the yellow copies to the employer. Where's the chain of responsibility action on this one?

Does this go back to what Darryl said some weeks ago in *OwnerDriver* about not having a level playing field? Does the taskforce simply go for low hanging fruit, ignoring their obligation to the principles of democracy?

Meanwhile industry association members simply relish being in close contact with bureaucracy. Warm and fuzzy feelings! Integrity?

KEN WILKIE has been an owner-driver since 1974, after first getting behind the wheel at 11. He's on his eighth truck, and is a long-time *Owner//Driver* contributor. He covers Rockhampton to Adelaide and any point in between. His current ambition is to see the world, and to see more respect for the nation's truckies. Contact Ken at ken@rwstransport.com.au

> Where's the chain of responsibility action on this one?

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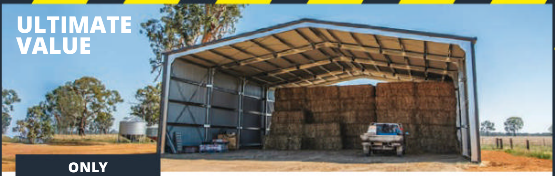

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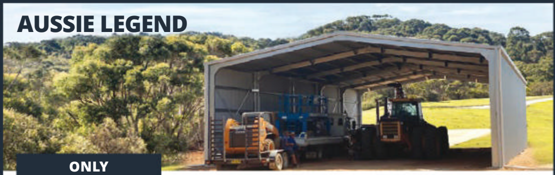

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We prefer letters by e-mail, but handwritten letters will be accorded the same opportunity to be published.

Female truckies bias a myth

A women in trucking spokesperson complaining women drivers that can't get a start in transport trucking jobs? Well, welcome to the real world in transport and there is no bias.

We have had these conditions and grounds in the industry for 50 years and the advice given is always the same: "Find experience elsewhere". This has applied to men forever. Even with the shortage of drivers today it still applies, as it should.

Fatal and serious injury daily accident rates for transport drivers this year is dismal and drivers' lack of ability is a major reason. I was told a lifetime ago, never let your ambitions override your capabilities. And this is what is happening as a South Australian court opined last year.

I suggest you all read the best comment I have read that supports what I have been saying for 10 years or more on new drivers by Heather Jones in an interview.

Heather says there was not only a gap from licence to employment, but also in the skills being taught when acquiring those trucking licences.

"It is really difficult because when you get your licence, you're taught how to drive a truck forwards, backwards, connect, disconnect and really basic stuff," Ms Jones said.

"You're not taught about the load or any of the trailers behind, and each different occupation required different trailers. General freight requires separate knowledge and training."

So that's the shortfall between getting your licence and actually knowing what you're doing.

Ms Jones believes new truck drivers are jumping into trucks unprepared, and hiring outside of Australia would not solve the trucking labour shortage.

"When you get your licence, you're not job ready. And I think that we've been failing newly licensed drivers — male and female — for a very long time," Ms Jones says.

"Australia has a serious situation at the moment — we don't have enough truck drivers. The answer isn't bringing overseas drivers in, it might be a short stopgap measure."

What we have is more and more drivers with 12 month's experience, stuff-all real knowledge, spending $4500 on a TAFE certificate to become driving instructors for the easy buck and not teaching what is required. But then you can't teach what you don't know, as stated by the Heavy Vehicle Driver Training Association. Ads on Facebook say, 'we can give you a licence update in a day'.

Driving multi trailer combinations out west, up north, auto gearboxes where there is no requirement of knowledge on weight distribution, on how weight moves etc, load restraint, including why an object is restrained a particular way, in the different genres of road transport?

Just read the guide, that's what coppers and NHVR do. It doesn't mean they have any real knowledge to supplement the five-minute reading for enforcement on the subject, which on many loads the guide is wrong.

When these drivers, male and female, come and start loading, restraining, driving on normal roads like the New England, Newell and other intermediate roads in the eastern states with only one or two trailers – it's a different ball game.

There's no time to learn these days. Their lives and others depend on what they have been taught and how quick they learn to see if they survive.

If driving schools aren't doing their job properly and a majority aren't – and people are being killed – it's time to hold them liable for failing their duty of care to the drivers and other road users.

Driving trucks is a dangerous job and without the required knowledge and ability it can and does kill and maim whether you are male or female.

J. Brown-Sarre
Euroa, Vic

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Welcome to
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Government of South Australia

South Australia has recently run a trial program for cameras that spot drivers using their phones while at the wheel. SARTA's Steve Shearer says it's a plus for the heavy vehicle industry. *Julian Daw* reports

Mobile phone detection cameras are being trialled for the first time in South Australia as the state government joins other states acting to reduce road trauma caused by driver distraction.

The SA government says mobile phone detection camera (MPDC) technology saves lives by detecting and deterring dangerous drivers who illegally use a mobile phone while driving.

Following a state government tender process, two potential mobile phone detection camera providers trialled cameras and related technology on South Road, Torrensville in March and April this year.

By the end of 2023, the new cameras will be operational, and a three-month grace period will follow. During this time, drivers caught using their mobiles will receive educational material instead of being fined.

Following the grace period, if caught, drivers will be subjected to a $565 fine, along with a $94 Victims of Crime Levy and a deduction of three demerit points. Once the new rules are live, money raised from the fine component will be contributed to a road safety fund.

So how do these types of cameras work? Most of them operate by capturing an overhead photo of a passing car that clearly shows the driver and front dashboard area. Artificial intelligence then analyses the image to determine whether the driver could be using their phone.

If the software records a positive result, it is then sent to a human for final confirmation before any fines are issued. So far no cameras rely entirely on software to issue fines.

South Australia Road Transport Association (SARTA) executive officer Steve Shearer says the trial is the right move for the state and that distracted drivers are too big of a risk for action not to be taken.

"Driver distraction is now the biggest driver of road failures.

"If it saves just one life it will be worth it," Shearer says.

Transport and road bodies around the country agree that driver distraction is the biggest contributing factor to road accidents.

Shearer says heavy vehicle drivers are likely to appreciate the measures.

"Motorists using their phones while driving put heavy vehicle drivers at huge risk and so I'm sure the trucking industry will welcome the trial.

"Truck drivers also appreciate rules and regulation more than car drivers and would be accustomed to not

using their phones while driving anyway," he adds.

Indeed, thanks to the advancements in telematics many transport companies have already adapted to the ubiquity of mobile phones and have worked with their drivers to ensure they are not using their phones while driving and are able to answer and use their phones without picking them up – 'hands free'.

Shearer says he expects many motorists to be receiving fines soon after the cameras are put in place.

"Too many people have gotten comfortable with using their phones while driving, which puts everyone at risk."

Shearer believes it would be best to see the revenue from the cameras be put back into road safety initiatives.

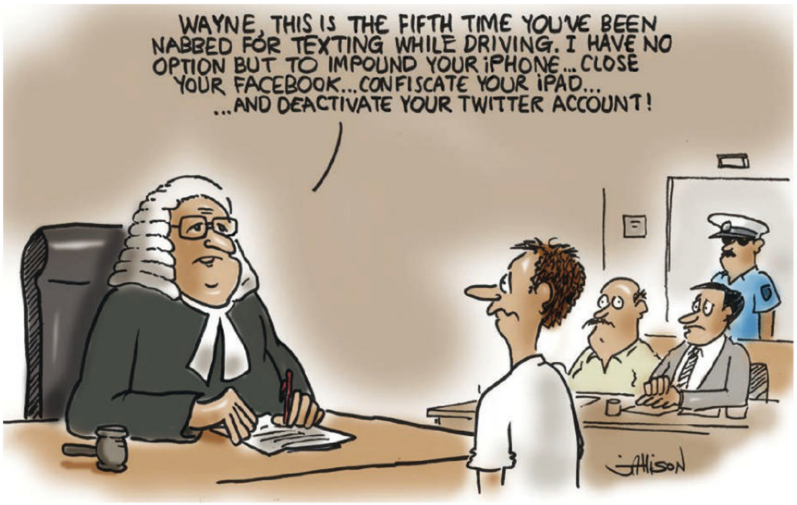
Shearer says he expects to see more states trial the cameras as they have been proven to bring down road accidents caused by distracted driving.

"With Labor governments in power across the entire mainland of the country it would also be easier for them to enact a uniform road safety policy that could include phone detection cameras," Shearer says.

Driven to distraction

The Australian Automobile Association (AAA) conducted research into the role of distracted drivers in accident data concluding that distracted driving plays a large role in the number of road crashes and subsequent road fatalities and injuries in Australia and globally.

The AAA says research has shown that in Australia, distraction is the main contributing factor in approximately 16 per cent of serious casualty road crashes and also suggests that distracted driving is as dangerous, if not more dangerous than drink driving.


WAYNE, THIS IS THE FIFTH TIME YOU'VE BEEN NABBED FOR TEXTING WHILE DRIVING. I HAVE NO OPTION BUT TO IMPOUND YOUR iPHONE...CLOSE YOUR FACEBOOK...CONFISCATE YOUR iPAD... ...AND DEACTIVATE YOUR TWITTER ACCOUNT!
Allison

It is a serious problem on Australian roads the association says, defining the phenomenon as any circumstance where the driver is diverting attention away from critical activities for safe driving towards another competing activity.

For their research the AAA also defined other types of distracted driving that don't involve someone simply looking at a smart phone, but that also include other types of distraction.

They found distraction can be cognitive or mental (the mind is engaged with non-driving related tasks), visual (taking eyes of the road), auditory (noise that diverts attention), or manual (taking hands off the vehicle controls).

Phone detection cameras will only be designed to pick up on visual distraction involved in the use of a mobile phone.

The AAA also concluded that distraction causes increased reaction time (including braking), impairs a driver's ability to maintain speed and lane position, and impacts the operational efficiency of traffic, bringing with it the potential to seriously and negatively impact a broad range of road users.

Many other road safety bodies have looked into the issue of distracted drivers, including the National Transport Commission (NTC), which conducted a report into the effects of distracted driving on Australian roads and came to similar conclusions.

In a key findings paper published on its website the NTC describes how engagement in secondary tasks which take a driver's 'eyes off the road' is considered to be particularly hazardous.

It says its research showed the problem is widespread, stating that a significant number of Australian drivers engage in distracting activities prohibited by road legislation while knowing that it could increase their risk of crashing.

The NTC report had the following insight into the problem:

- 21 per cent of drivers admitted that they use their mobile phones for non-driving activities e.g. internet browsing, texting, taking photos or using applications
- The impairments from using a mobile phone while driving can be as profound as those associated with driving with a blood-alcohol level of 0.08 per cent.

Smart watches

The NTC identified problems with outdated road rules, the emergence of new sources of distraction such as smart watches, and a lack of clarity in road rules about unlawful behaviour.

With industry research outcomes so consistent about the effects of distracted driving on Australian roads many state governments have already been happy to implement MPDC systems.

Mobile phone cameras are already in operation in Queensland, Victoria, and New South Wales. Each states imposing their own fines and demerit penalty for drivers who are caught using their phones.

Queensland has the harshest laws handing out a $1,033 fine for drivers for using a mobile phone. The next state is Victoria which takes is four demerit points off distracted drivers caught using a phone along with and a $545 fine, while NSW has implemented a five demerit point penalty coupled with a $352 fine, putting South Australia somewhere in the middle.

A review of the trial outcomes in SA will commence this month, followed by a recommendation for a preferred provider to supply and install the cameras for operation as scheduled in early 2024.

> "Motorists using their phones while driving put heavy vehicle drivers at huge risk."

Opposite below: SARTA executive officer Steve Shearer believes revenue from the camera fines should be put into road safety initiatives

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KIWI SCANIA A BREAD WINNER

New Zealand is only a short hop across 'the ditch' but the Kiwi's road transport system and truck configurations are worlds apart. *Warren Aitken* catches up with Scania owner Steve Richards on the South Island

As a 'born in an All-Blacks jersey' Kiwi, I enjoy occasionally doing a write-up on a Kiwi and a Kiwi truck. It doesn't happen often so I jump at the chance to do it when I can. The Kiwis and Aussies have a very long proud Anzac heritage; we share a lot of common customs and practices. For example, unlike the Yanks, we both drive on the right side of the road. By that I mean the left side. We were both former British colonies, we both love the outdoors, both love outdoor activities and we both have a hearty respect for the meat pie. However, there are also some major differences. Australia has an estimated 66 venomous species that can kill you. Compared to New Zealand which has zero.

In New Zealand tourists regularly hitchhike around the

country. In Australia, not only is that illegal in Queensland and Victoria, but documentaries like *Wolf Creek* actively discourage it.

Another big difference, one much more relevant to this article is the geography issues. For example, a drive from the South Island's east coast hub of Christchurch to its west coast hub of Greymouth would take an average of four to five hours, depending on how many cheese rolls you stop for. While a drive from Brisbane across to Perth would take you closer to 40 to 50 hours of driving, a huge difference in scale.

To emphasise that difference again, let us use the Brisbane to Perth run once again. That return route will see you clock up around 9000km of state roads. That is about 2000km less than the total amount of state highway in New Zealand – that's all the state highways, North and South Island. With that sort of scale, it would come as no surprise then that we Kiwis do transport in a completely different way. Different setups, different priorities and very different fuel tanks. Allow me to explain by introducing Steve Richards and his stunning 650hp Scania.

Steve has been trucking since the days when mobile phones came in big boxy carry cases and the Wallabies knew what it was like to hold the Bledisloe Cup. He bought his first truck when he was just 20 years old and now runs a fleet of state-

Above: Personalised plates for the trailer just in case all the colourful graphics didn't give it away

Right: The Big Scania splits up at the Goodman Fielder warehouse in Christchurch, loading to head south with Steve behind the wheel this time

of-the-art Scania trucks delivering bread, milk and all the yummy stuff Goodman Fielder makes to major centres in New Zealand's South Island.

Steve's entire fleet consists of eight-wheeler trucks with five-axle dogs. The configuration is the staple of the New Zealand road transport industry and for very good reason. It is practical and it works. Steve should know, he has grown with the industry. As the New Zealand transport industry evolved, so did Steve's trucking setups.

Steve recalls that first truck. "It was a 4533 N-Series Ford with the Eaton twin splitter gearbox. They used to call them the 'box of a thousand neutrals," Steve laughs. "It was the cheapest new truck I could get back then, I was pulling a B-train for Mount Cook Freightlines and it was slow, it had 330 somethings, not horsepower that's for sure."

For those wondering what a 'B-train' is, allow me to elaborate. It's a smaller B-double, simple as that. B-trains first hit the road in New Zealand in the late '70s. Yes, that is about half a decade before B-doubles were instigated over here, so don't even try pulling one of those Phar Lap, Crowded House conspiracy jobs.

Donkey power

During his early years on the owner-driver scene, Steve spent a fair bit of time with B-trains in tow, first the long-running Mount Cook Freightlines, then for McDowell's transport.

> "You can get more but road user charges go up a lot as well."

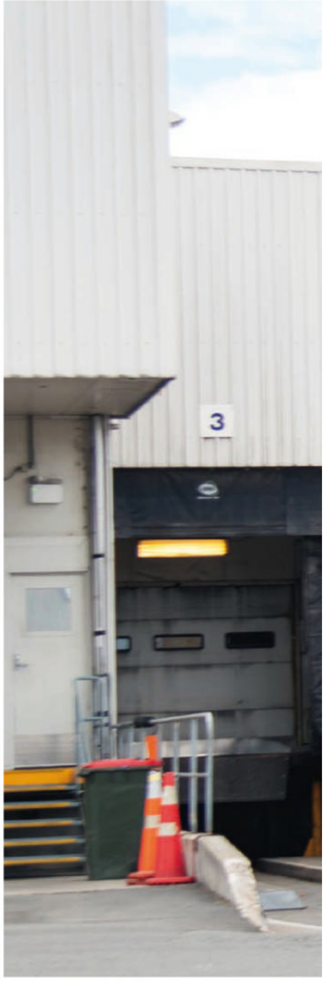
He went from a Ford to a Hino, 330 donkey power to 380 horsepower. Much of the work he did was depot-to-depot stuff. "That's perfect for the B-train work, depot to depot, trailer swaps and things like that," Steve says.

However, as useful as B-trains are in New Zealand, there is a reason the truck and dog combination is a popular choice in there and Steve sums it up pretty well. "In New Zealand there's a lot of places you can't get into with a B-train. The versatility of a truck and trailer is better. It's the best unit to get into shitty places with and if you're up shit creek you can always split."

Steve's truck driving career saw him start in body trucks, earning his keep as a dogsbody like we all did, then progressing up to an owner-driver. For several years he used his big Hino up in the Marlborough region, towing B-trains around, before selling up and planting roots in the South Island's capital Christchurch. He gave up the owner-driver stress and went back to being a wage driver and just enjoying that role.

It seems that's not his destiny though and in 2001, after a couple of years on a weekly wage, Steve got back into the owner-driver scene when an opportunity arose at Goodman Fielder. If the name doesn't ring a bell, then just look in your pantry at home and there's a better-than-average chance something in there was made or baked by this company. The owner-driver opportunity that arose would lead Steve into his first truck and trailer unit – an FM Volvo and four-axle trailer.

Back at the turn of the new millennium New Zealand already had some pretty cool trucks on the road but the Goodman Fielder trucks took things to a whole new level. Their trucks were not just about getting the product to the store, but they were about running mobile billboards as well. Steve, along with a couple of other owner-drivers, Alan Coombes and Chris Hancock, each purchased a brand new



SCANIA
R560
Ernest Adams
Tastes just like home baking

Left: Steve's original R560 Scania still looks as good as new and that's a feat Steve credits to his great team of drivers. "I'm bloody lucky to have an awesome crew who know the standards we need to work to; these guys do the job without question and put up with my BS about every day being a truck show," Steve laughs

Below: You will notice that the Kiwi units can all hook up and still swing the doors closed. While they are close set-ups there's still more room than between a B-double set

Opposite: So much to take note of from the driver's seat. On the LHS is the Wabco control remote, part of the that system allows the driver to lower the rear axle of the trailer at low speeds, very handy in tight turning spaces. Or on a blustery day you can drop the axle for more stability; The bunk doesn't get used very often. I can't see how much sleep you would get with this giant nightlight going anyway

eight-wheeler Volvo with four-axle trailers and these things looked next level. The shine, the colours, it all worked a treat.

Steve has always looked after his trucks, whether he owned them or not. However with his name on the side, it gave him permission to step up the presentation again and, ironically, he feels his youth and Australia should accept culpability for that.

"Yeah, I blame the Australians for that," says Steve, referencing his addiction to preparing such stunning looking trucks. "If I didn't have all those *Truckin' Life* posters on my wall as a kid I probably wouldn't give a …"

The work he was doing for Goodman Fielder reinforced the practicalities of a truck and trailer setup for Steve. Regular runs to Greymouth and Dunedin with small drop-off areas and mixed loads meant the Volvo rig was spot on. In 2007 he replaced his FM Volvo with a newer FM Globetrotter Volvo and as the 2010s rolled around things changed again in the New Zealand transport industry.

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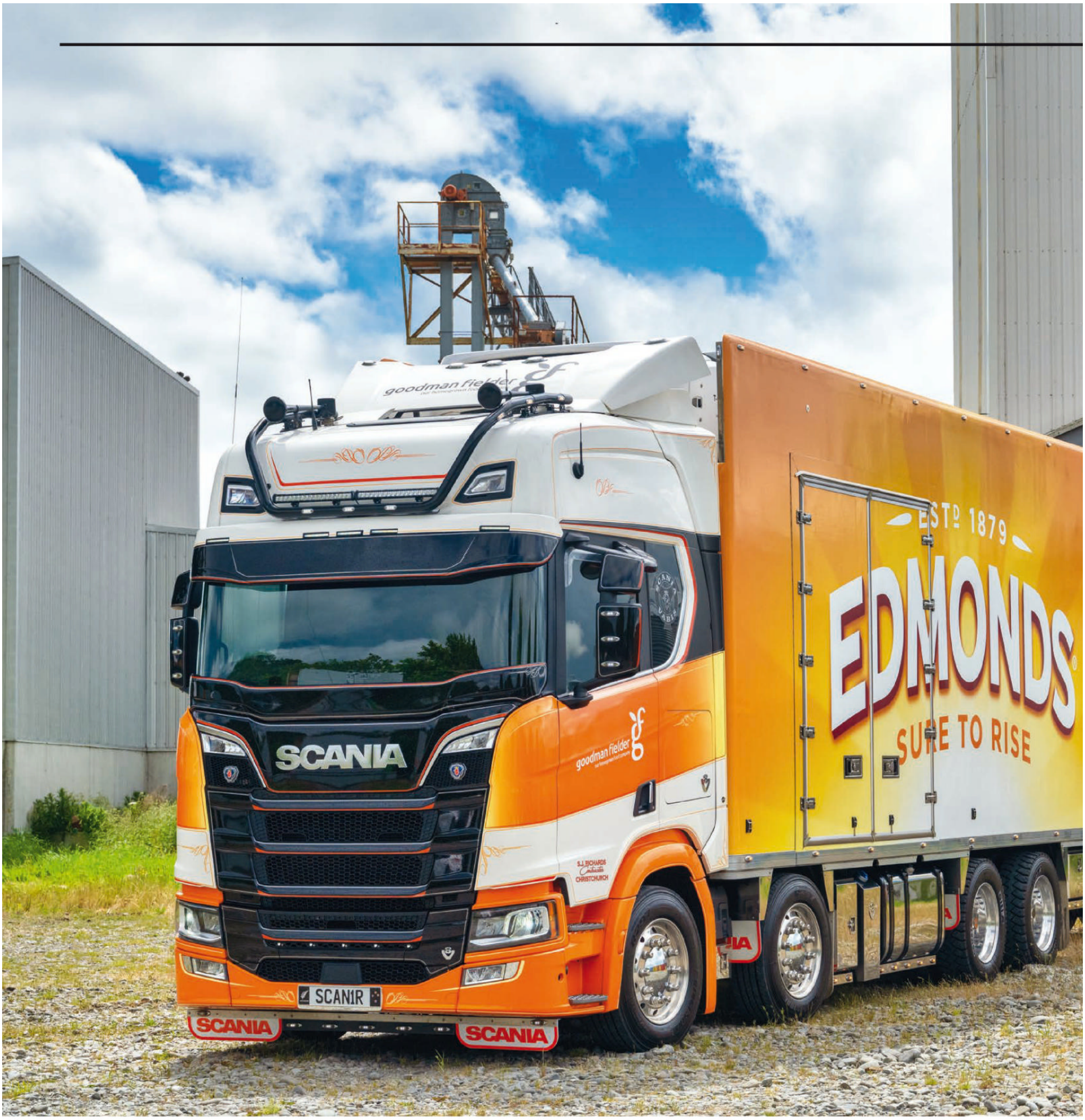

In 2013 the smart thinkers in the comfy office chairs tweaked a few rules and landscaped the transport scene into the combinations you see today. Eight-wheeler trucks with five-axle trailers sporting obscenely fluorescent 'H' signs on the front of them. That H is a sign the truck is running under New Zealand's HPMV scheme, meaning the high productivity motor vehicle scheme. Like most government legislation it is extremely long-winded and packed with multi-syllable words, however I will try and dumb it down a bit so neither you or I have to look up too many of those big words.

What happened was the big cheeses in New Zealand transport assessed the state roading system and worked out it was possible to increase the weights Kiwi trucks could haul. One of the biggest hurdles for increasing weight limits in New Zealand was the number of smaller bridges still incorporated into the state highway system. Many of these bridges weren't adequately equipped to take more weight, however if the weight was distributed across more axles then the bridges and roads would still be under the same loads as before. Or

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SCANIA VABIS

to simplify even further, we can add more weight if we add more axles.

With that legislation change came the advent of the new 9-axle 50-max setups. Eight-wheeler trucks with five-axle trailers were the new norm. Though the legislation also allows for much heavier vehicles, anything over 50 tonnes was route specific.

“The 50 max permit is ideal because it gives you general access; you can pretty much go anywhere,” says Steve. “You can get more but road user charges go up a lot as well so it really needs to be worth it.”

The new rules meant the end of Steve’s second FM Volvo and the arrival of his first Scania, a 2013 560hp big yellow Scania. Although Steve had loved the Swedish chariot that Volvo had supplied, his jump to the Scania was more about availability at the time. Sticking with tried-and-true European reliability however was purely about business.

> “A load of yesterday’s bread is no good for anyone.”

“My trucks run seven days a week, 52 weeks a year. One to Dunedin, one to Greymouth, they do about 280,000km a year,” Steve says. Meaning reliability and performance are key attributes when it comes to choosing his rigs. “A load of yesterday’s bread is no good for anyone.”

The Volvos had never let him down and the Scania had big boots to fill. Scania New Zealand has an extensive service team throughout the country and has held up its end of things since Steve jumped ship. That’s evidenced by the fact that Steve bought Scania number two a couple of years later – a new S620 version and then another S620. Those two 620 models have now been replaced with two S650 models, the first of which is the stunning example you see plastered on the pages around you. The second one has just hit the road and I can’t wait to get over and snap some shots of it as well.

Steve has specced all his trucks with sleeper cabs, even though day cab trucks tend to rule the roost in New Zealand. “We don’t do sleepers like you Aussies do, we rarely need them. My drivers are home every day,” Steve explains. “But I’ve got the 2.3m cabs so there’s a bed there if it’s needed.

“With what we cart we can’t put things off. If we know there are issues coming up we can send the trucks off early and the drivers can sleep in them.” With New Zealand having actual mountain ranges, during winter they are often at the mercy of mother nature who just loves to close roads with bucket loads of snow.

Versatility and productivity

Now that we understand why New Zealanders fancy the truck and trailer setups – versatility. And we understand why they seem to be multiplying axles – productivity.

Let’s have a look at how beneficial this kind of configuration can be in New Zealand. Once again, we’ll shine the spotlight on Steve’s exquisite example of European engineering.

“With this setup we can and do cart everything. Chilled, frozen and ambient,” Steve informs me. “In New Zealand we don’t cart the volumes you do in Oz. I’ll never get like 25 tonnes of ice cream to take to Greymouth. We always have mixed loads for the customers.” Having sealable sections, as well as a completely separate trailer, allows for loading

Above: This was a joy to see and something that may be hard for Australian Scania drivers to identify. The Kiwis still choose to spec their Scanias with a gearstick though sadly I hear that option may soon be disappearing from the NZ option list as well

Opposite top: There is no missing this truck when it’s out and about. From its low riding look to its colourful graphics, the S650 Scania is all image

Opposite bottom: Everything is well hidden and tucked away to complete the streamline look of the 650

Left: As Steve puts his fifth Scania on the road, he is proud to display the Swedish giant’s stamp on his trucks

goodman fielder
SCANIA
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ESTD 1879
EDMONDS
SURE TO RISE

Top: The practicality of being able to use the truck on its own and with a trailer is what makes these setups so popular in New Zealand

Above: There are plenty of reminders throughout the Scania cab of exactly what is rumbling away underneath the driver – the big Swedish V8

Right: It's tight but he can jackknife it to unload the truck. Oh, and there are even tighter units in NZ

Opposite top, L to R: Another modern feature of the Scania is the V.Orlandi tow coupling system. It hooks straight into the Scania and, using the Scania factory camera system, it assists in hooking up the trailer and notifying the driver if the pin isn't down or anything else. When the guys are dropping the trailer six to eight times a day, this feature gets very handy; Just the one fuel tank required for the big 650hp Scania, more than enough to get it through its regular 700km return run to Dunedin and back

> "In New Zealand we don't cart the volumes you do in Oz."

various products all in the same load.

Weight wise, Steve's Scania tares in at 15,240kg with the trailer sitting on 9830kg, giving him a payload of just under 25 tonnes. Not bad with two separate fridge units.

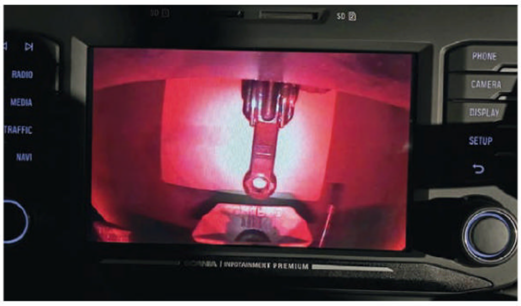
I'm sure you are also wondering how many pallets the Kiwis manage to squeeze on one of these units. Would it impress you if I said 36? New Zealand length laws limit them to 23 metres in total. Different applications obviously allow for different setups.

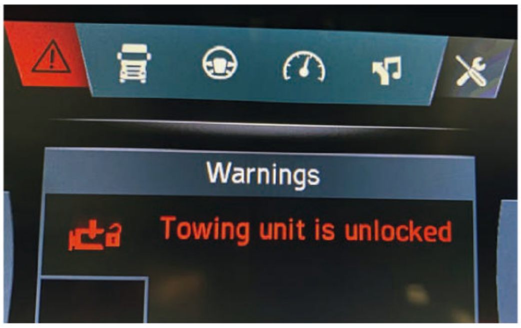
"Most setups in my line of work are a 14 to 16 pallet truck, with a 20 to 22 pallet trailer," Steve says. He says this his allows for fridge motors at the front of the truck and trailer. He adds in that the dry goods curtain sider guys that can close the truck and trailer gap even more. Get 38 pallet units, add in mezzanine floors and you can double that.

You can't compare apples for apples though, as the New Zealand chep pallets are 1200 x 1000, while Australian chep pallets are 1200 x 1200. Width wise, New Zealand laws allow for a maximum of 2.55 metres. Steve points out the hard sided units like his fridge vans don't require the same thick insulated walls as we require in Australia.

"We don't have the same extreme heat, so our walls aren't as thick. Internally we can still get 2.4 metres, meaning it's perfect for two cheps side by side."

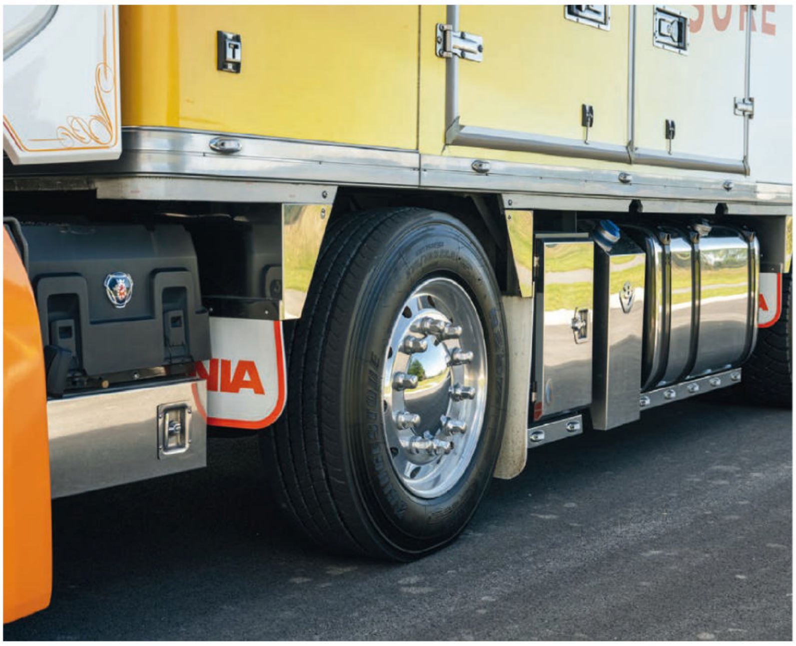
All the 'good for business' aspects aside, another big difference between Australian and New Zealand trucking is the visual aspects, particularly with the European models. However, in Australia you can be hundreds of kilometres between drinks, and one hour of 'roos on the road could leave your bull bar looking like a Jackson Pollack painting. These are not issues that face the Kiwis.





Warnings

Towing unit is unlocked



Like Europe there is very little room between fuel stops and the most dangerous thing on the roads is backpackers in a Juicy van doing 60km/h. This allows the Kiwis to set their trucks up with a lot more European influence, like the low, streamlined look. Smaller tanks mean they can add in the side skirts without exceeding the width regulations. I do mean small fuel tanks by the way. In Australia if your truck has less than 1000 litres of fuel capacity you don't take it out of town. Yet Steve's eye-catching Scania sports just one 500 litre tank.

"We fill it up once a day, it has enough to get to Dunedin and back easily," Steve says. "The AdBlue tank is a bit bigger in the new ones (95 litres) but we rarely have to fill that either."

The lowset look of the Kiwi trucks is exaggerated by the use of smaller low-profile tyres on the majority of the units. This once again is a result of the climate and the fact you are never travelling far enough or fast enough to heat them up. The low-profile Kiwi trucks would need a tyre fitter following behind them 24/7 if they tried hitting the Barkley Highway in the middle of summer. However, in New Zealand tyre heat is rarely an issue and the advantage is it allows the trucks to be fitted with bigger, shall we say more cubically enhanced bodies.

I think that pretty much sums it all up. I've done my best not to show I'm wearing Kiwi-tinted glasses as I write this because It's not about who does it better. Kiwi trucks work best in Kiwi conditions and hopefully now you see why. The fact the conditions also allow the Kiwis to bring the impressive European look to these amazing machines definitely doesn't hurt.

There is no arguing this truck of Steve's in particular is as eye-catching as it is functional. All I can say though is if you like the look of this one, wait until you see his next creation.

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SURE

HANGIN' WITH THE HYBRID

Whether it's for environmental, economic or fashionable reasons, the big push is on for electric commercial vehicles in Australia. But while Hino has one eye on an electric future, it's banking on its hybrid model to continue to provide fuel and maintenance savings and emissions reductions. *Greg Bush* writes

A drive between Sydney's Sutherland Shire and Wollongong is a round trip of around 130 kilometres or so. Certainly not a run that can provide much of an opportunity to differentiate between the performances of Hino's 300 diesel and hybrid models. Especially when part of that run was through the picturesque Royal National Park where the only stoppages were for the occasional roadworks.

However, with the Hino 300 Trade Ace diesel following behind, by day's end the Hino hybrid's fuel figures made for impressive reading. The diesel had consumed 21.2 litres of diesel, while the 616 hybrid was down to 16.9 litres during the half-day run.

Daniel Petrovski, Hino Australia's department manager – product strategy, says double that and it's a fuel saving of $20 per day. He points out further savings over a month, year and the life of the truck. But more on that later.

The 300 Series Hino Hybrid has been operating in Australia for the past 15 years. It's been an evolving process with the current model now boasting Euro 6 exhaust emissions standards. And, of course, using less fuel equates to less emissions over the same distance.

"Rather than look at fuel reduction, you can improve this outcome by getting more kilometres per litre of diesel. You've still got to travel that distance," Petrovski says.

"So we're looking at about 20 per cent savings/reduction in fuel use, which also means an emissions cut. Some customers will get only 9 per cent if they operate between Sydney and Orange.

"Wollongong, that's not a big hybrid operation but we thought, 'okay, it's a nice drive and you'll get a good feel for the hybrid technology'."

Petrovski also points out that, a run from Sydney's south to Wollongong would be unsuitable for an electric truck, unless the driver is prepared to stop and charge up along the way. It's just one fact, along with a few others, that's behind Hino's hybrid push to customers as it presents the pros and cons of EV ownership.

"Battery EVs, you've got to plug into the grid," Petrovski says. "People say, 'we'll use solar on our battery EVs'. But how you are you charging those battery EVs? Are you using them at night? You can charge them all day using solar, but if you're using them during the day you can't charge up with solar during the night.

"So then they have to have a bigger battery bank, then that's more rare earth materials.

"So the majority of people are going to be off the grid, having some offset, and that's 0.656 kilograms of CO2," Petrovski adds.

"If you think about the fact that one litre of diesel has 10kW hours of energy, that's only 1kW.

"So to get 10kW hours which would be equal to 1 litre of diesel, we then times that CO2, 0.656kg, by 10 and that's 6.56 kg of CO2. That's 1 litre of diesel

HINO
300
Hybrid
HINO
616

Opposite bottom: The Hino Hybrid is aimed at customers with a variety of applications

putting out 2.68kg of CO2.

"So it's three times more greenhouse gas than a diesel vehicle."

Petrovski points out that, on a global scale, Australia is second only to India in terms of CO2 output per kWh. With China having a better, cleaner CO2 grid than Australia, he says we need to be down where the US and Germany are before EVs really become a viable option for us.

"We need to halve the CO2 output," he says.

"People who are buying battery electric vehicles, they don't want to know about this because they're doing it from a point of view of, they want to feel good about what they're doing. They want to be seen to have the virtue signalling about how great they're spending all this money on an electric vehicle.

"Well, actually you won't be good until 2035, so are you going to

> "You can improve this outcome by getting more kilometres per litre of diesel."

HINO
300
Hybrid
CY·07·VP
NEW SOUTH WALES

HINO
300
HINO

Top: The Hino Hybrid had clocked up impressive fuel figures by the time it reached the Wollongong coast

Below: The hybrid boasts the ability to go much further afield than the city limits

keep that vehicle until 2050? And run it for 30 years?

"No, these guys aren't, they're going to buy an electric vehicle and keep it for three years on a lease and then move it out," Petrovski says.

"The Brisbane Truck Show will be the same. People will be there with battery EVs; no-one wants to miss out."

There's also practical and vocational decisions to be made over hybrid versus battery electric. He says applications that involve off-road exploring or remote recoveries, mining and exploration would be out of an EV's capabilities.

"Some of these applications might be able to use hydrogen, but they won't be able to do remote filling with hydrogen. They'll get a huge range but a lot of those applications you need to fill remotely.

"Fire trucks, they're an emergency service. Can you imagine a battery EV in 2019 when we had the fires like south-east Australia? The place was on fire for three months. They had no electricity."

Torque boost

The fire season took time out for the 2022-2023 summer so it was clear skies all the way for the drive south to Wollongong. Coupled to an automated manual transmission, the Hino N04C-WR engine with 470Nm of torque cruised along nicely. From a standing start, or after stopping at traffic lights, the electric motor did deliver a nice boost of torque, despite a significant load in the back.

"The electric motor will start to turn the transmission before the clutch is even engaged," Petrovski explains. "So you don't get as much clutch wear because that electric motor is starting to move the vehicle forward, then the clutch engages, less friction and takes off.

"But while that electric motor is doing its bit, it's up to 1200rpm from clutch engagement, which is like 550-600rpm on idle."

One interesting aspect around the AMT is its inclination to upshift as it tends to move into its most efficient range. Depending on road conditions, driver interaction may be required. It's a simple matter of switching to sequential mode and keeping it in the gear selected. Other than that, and one of the hybrid's selling points, is simply selecting 'D' for dummy and pressing the accelerator.

As expected, the diesel cuts out after a couple of seconds stopped at lights – except for a brief period when the hybrid was in a regeneration phase. It was this section of the drive that mostly contributed to the fuel usage difference.

The hybrid returned with figures of 8.57km per litre of fuel, compared to the diesel's 6.56. It ended up with a five litre difference, with the diesel using 22 litres and the hybrid 17 litres.

Hino generally quotes a 20 per cent saving in fuel with a hybrid compared to a straight diesel, taking a conservative approach with estimates. However, with the modest Sutherland-Wollongong run multiplied to 69,000km per annum, fuel savings start to add up, especially when the diesel is anticipated to use 11,000 litres per year compared to the hybrid's 8,500. Petrovski says it equates to a saving of $398 each month on fuel.

That doesn't take into account service, maintenance and the total cost of ownership. While the hybrid is around $16,000 more expensive than the diesel, Petrovski says vehicle buyers will get that difference back in just three years. His figures show a diesel costing $2028 to run each month, while a hybrid's costs are $1766. That includes lower maintenance costs and lower brake change intervals, not to mention the half tonne of CO2 savings each month.

Petrovski believes most customers opt for a lease arrangement, while buyers will keep the truck for between seven to 10 years.

With around 700 Hino hybrids currently on the road in Australia, and another 300 on order, Petrovski says the hybrid has hit a sweet spot for the manufacturer and will be a massive advantage over the next five to 10 years, even more so as there is little or no competition in the hybrid market.

"We've been trying to give the customers what they want, a vehicle that cuts their emissions and cuts their operating costs.

"We can offer cost reduction, environmental improvements and operational benefits for fleets," Petrovski says. "This is our blue sky, blue ocean area. It really is a unique time for us."

See the Hino Hybrid on Stand 61 at the Brisbane Truck Show, running from May 18 to 21.

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SCANIA
R770
XW·87GI
NATIONAL HEAVY VEHICLE
FREIGHTER

SWEDE DREAMS

Sporting the best product portfolio in its half-century history in this country, Scania is on a roll like never before. And now the momentum is almost sure to pick up pace with the introduction of a slick 'Super 13' R560 model and, at long last, the option of a bigger cab with a bigger bunk. From behind the wheel of an R560 and later that night from the bigger bunk in an R770 flagship, *Steve Brooks* files this report

If good things come in pairs, then Scania sure has plenty to smile about with the arrival of two exceptional additions to its local line-up. One is the 'Super' R560 with an entirely new powertrain headed by a tenacious 13 litre engine, and the other is the optional and long awaited availability of a bigger, better sleeper.

Time was tight but the invitation to experience both was too good to resist, even if it meant just a few hours behind the wheel of an R560 B-double before swapping the same trailer set to Scania's R770 powerhouse for a late run from Melbourne to Sydney and in the process, catching some snuggle time in the new bunk.

A quick recap though, first on the R560: We've reported several times that Scania's so-called Super series would be based largely on a completely redesigned 13 litre engine coupled to a new generation of Opticruise automated transmissions, combining to produce significant gains in performance and fuel efficiency.

As we declared in the back half of 2022, 'It's no secret Scania Australia has been for some time planning the introduction of a significantly strengthened Euro 6 line-up of six cylinder and V8 models. 'At the top of the tree in the six cylinder range, the current 540 rating will be superseded by an all new 'Super 13' 560hp engine, a development which will give Scania a performance edge over its continental competitors in the 13 litre class.'

Yet as we now know, the top-shelf 560 version is one of four ratings in a completely revamped 13 litre powertrain, offered alongside 420, 460 and 500hp settings. All ratings are available under Scania P, G and R-series cabs, and all are part of what is said to be 'the biggest update of the Scania truck range since the introduction of the New Truck Generation in Australia in 2018.'

Likewise, all are claimed to be capable of fuel savings of eight per cent over Scania's previous 13 litre models, and all can be run on biofuels – including 'full strength' B100 biodiesel in the case of the 460 and 500 hp versions – and moreover, all can run on hydrogenated vegetable oils (HVO).

Super series is, says Scania, the culmination of a five-year, two billion Euro (A$3.21 billion) investment in a new powertrain comprising engines, gearboxes, axles and chassis rails aimed at extending the

“As for the bigger cab with the bigger bunk, it is perhaps plausible proof that good things do indeed come to those who wait long enough and whine loud enough.”

vehicle’s working life and service intervals.

Big goals, for sure, and while Scania is little different to most other leading brands in the development of zero emission models, such a hefty investment in a new powertrain leaves no doubt of the Swedish company’s commitment to the pursuit – at least for the next decade or so – of higher efficiencies in its internal combustion engines. Indeed, Scania certainly isn’t shy about describing its new 13 litre (12.74 litres actually) engine as ‘the cutting edge of internal combustion engine technology’ with the ability to ‘achieve incredible thermal efficiency of 50 percent’ and citing ‘industry-leading after-treatment technology’ as a major factor in achieving what are said to be ‘remarkable fuel savings’.

“Developing a new engine platform of this magnitude is a once-in-a-lifetime opportunity for most engine platform engineers,” according to Magnus Henrikson, chief engineer for Scania’s in-line engines, who drove the five-year development process.

“Our task was to develop an engine platform based on Scania’s low-rev philosophy, capable of exceeding all impending regulations and dealing successfully with all potential competition for the rest of this decade. I believe we have accomplished that goal.

“We knew from the start that dual overhead camshafts (DOHC) in combination with four-valve cylinder head technology and SCR-only was a requisite,” he commented.

What’s more, Scania says there has been no carry-over from the earlier engine range to the new one; it’s all been revised, from the injectors to an optimised fuel pump. Interestingly, injection pressure has been pushed to an astonishing 2400 bar, or close to 35,000psi.

Vitally, particularly for the life expectancy of 13 litre engines working in top-weight linehaul B-double roles, Scania asserts ‘the technical life-length of the new six cylinder platform has increased by 30 per cent compared to the previous generation despite extended maintenance intervals.’

However, the company also emphasises its new generation of Opticruise transmissions makes a major contribution to the performance and efficiency standards of the Super series.

Box of tricks

In a first for Scania, the new 14-speed ’box is based on constant-mesh gearing and critically, is said to be 60kg lighter thanks largely to an all-aluminium housing.

As it stands at the moment, the transmission comes in two forms – a G25CM version for Scania engines with up to 2500Nm (1845lb-ft) of torque, and a G33CM for models with up to 3300Nm (2435lb-ft) torque output. With peak torque output of 2800Nm (2065lb-ft) delivered from 900 to 1400rpm, the R560 obviously gets the stronger box.

Currently, Scania’s barnstorming R770 V8 flagship misses out on the new transmission

Right: Super impressive. Our time was short in the R560 with its all-new engine and transmission combination, but performance and fuel economy were on the money

Below: Size matters. An optional 230mm extension to the premium R-series cab provides a long overdue improvement in Scania’s sleeping quarters, making it now one of the best in the continental class

SCANIA
SUPER
SCANIA
SUPER
SCANIA
SUPER
560 R
XW·69FG

due to its mountainous 3700Nm (2730lb-ft) torque output, thus retaining the existing Opticruise synchromesh automated shifter. Still, it's a fair bet a suitably beefed up version of the new transmission is already under development for the R770 which, as the Swedes like to point out, remains the world's most powerful production truck.

Logically, the new constant-mesh box has no parts in common with its synchromesh sibling. Nor is Scania shy about detailing some of the advances which it insists make the new box appealing and unique, such as enhanced maintenance systems that detect possible oil leakage and in the process, provide safeguards to push oil drain intervals out to an extraordinary one million kilometres in some situations. It's worth noting though, longer oil drain intervals are dependent on the use of Scania's light 5W30 (LDF4) synthetic engine oil.

Although the new shifter is still based on a single countershaft design, with gearshift synchronisation performed by shaft brakes, the move to constant mesh has not only helped make the box lighter but also shorter by 150mm compared to its synchromesh counterpart.

Further contributing to the shorter length is removal of dedicated reverse gears, replaced by planetary gearing at the rear of the new box and providing up to eight reverse ratios.

Yet as we've reported before, the biggest advance in operational terms is the widened ratio spread of the 14-speed layout, from a bog cog crawler ratio of 20.8:1 to a tall overdrive top gear of 0.777:1. According to Scania, the wider ratio spread coupled with gears with slightly wider cogs that can handle more load, will allow applications at high gross weights the flexibility and efficiency to use faster rear axle ratios while still providing the deep gearing for smooth starts.

Scania drivers will also notice a different digital dash display, with crawler gear shown as 'C' and numbers for all ratios up to and including direct-drive 12th gear while overdrive top gear is shown as 'OD'.

Importantly, there's also a substantial improvement in retardation performance, Scania states, with the gearbox now contributing to 4700Nm of auxiliary braking compared to up to 4100Nm previously.

Additionally, the new 13 litre engine range also comes standard with what Scania calls a compression release brake, weighing just seven kilograms yet delivering a retardation effect up to 350kW. All up, it means the new 'Super 13' range is equipped with the auxiliary braking trifecta of a traditional butterfly valve exhaust brake, a fully integrated engine compression brake, and a powerful transmission retarder. Together, that's some serious braking.

Meantime, with just a few hours available before swapping the B-double trailer set over to an R770 at Scania's Campbellfield HQ in Melbourne, a simple run was quickly concocted for a short stint in the Super R560.

Grossing 60 tonnes and with just 3000km under its belt, the outfit was sent up the old Hume and over

“It was, in fact, easy to form the opinion that the new powertrain is a superb match of muscle and manners.”

the sharp Pretty Sally climb before turning across to Broadford and sliding onto the Hume Freeway for the cruise back to Campbellfield. Again, it wasn’t much of a sample, just shy of 120km but even so, enough to contend that the R560 is possibly the smoothest, strongest and most appealing truck in the 13 litre class, cab-over or conventional.

Over Pretty Sally, for instance, the transmission was left in auto mode and it certainly didn’t disappoint with seamless, perfectly timed shifts down to 8th gear at 1500rpm on the sharpest pinch and an extremely willing engine coping easily with an almost imperceptible upshift to 9th on the pull to the top.

It was, in fact, easy to form the opinion that the new powertrain is a superb match of muscle and manners; an opinion further influenced by an easy run down the Hume Freeway with the new box’s long-legged overdrive feeding into a tall 2.92:1 rear axle ratio to deliver 100km/h at a thrifty 1120rpm.

More to the point though, the R560’s return of 1.98km/litre (5.6mpg) at the very least suggests Scania’s claims for enhanced fuel efficiency are no idle boast.

Still, only a much longer run will provide a more valid result and hopefully, that’ll come in due course but for now, notes made on the day probably sum it up best: ‘No doubt it’s a smarter, stronger powertrain. Time will tell how it handles long-term B-double work at high GCMs but early impressions are impressive. Super impressive!’

Pillow talk

As for the bigger cab with the bigger bunk, it is perhaps plausible proof that good things do indeed come to those who wait long enough and whine loud enough. And it seems Australian drivers – as well as one of its senior truck writers – have been waiting longer and whining louder than most.

In fact, Scania admits its decision to offer extended R-series cabs built in small volumes and produced exclusively by its Laxå Special Vehicles subsidiary in Sweden, was based on a persistent demand from several markets, notably Australia.

Known internally as the CR23 cab variant, 270mm has been added to the back of the cab and as a Scania Australia statement asserts, ‘the added cab length will answer persistent driver calls for an even more spacious interior, especially from those who spend many nights away from home on long interstate drives’.

“Since we announced the creation of the CR23 to the Australian market in 2021 we have received many serious enquiries from existing customers, such that we are undoubtedly the biggest global market for this variant,” says Scania Australia sales and product chief, Ben Nye.

“The factory has been working flat-out to meet our demand, and the first examples have already arrived and been delivered.”

Achieving the extra length was apparently made easier by Scania’s entrenched modular construction system which in this instance, meant blending aspects of its crew-cab design into the premium R-series cab. Consequently, as Scania explains, ‘The addition of 27cm (270mm) represents an increase of more than 13 per cent, something that makes an appreciable difference once inside.’

Vitally, Ben Nye declares, “Despite the extra length of the body and extra metal, the recent weight reduction programmes within the V8 engine and all new alloy transmission ranges, means that we continue to comply with Australia’s front axle weight limits.”

At Campbellfield, the R770 demonstrator was one of the first in the country with the extended cab and along with the Super R560 driven earlier in the day, had been busy over previous weeks showcasing Scania’s latest line-up to a multitude of customers on the test tracks of the Australian Automotive Research Centre at Anglesea, south of Geelong.

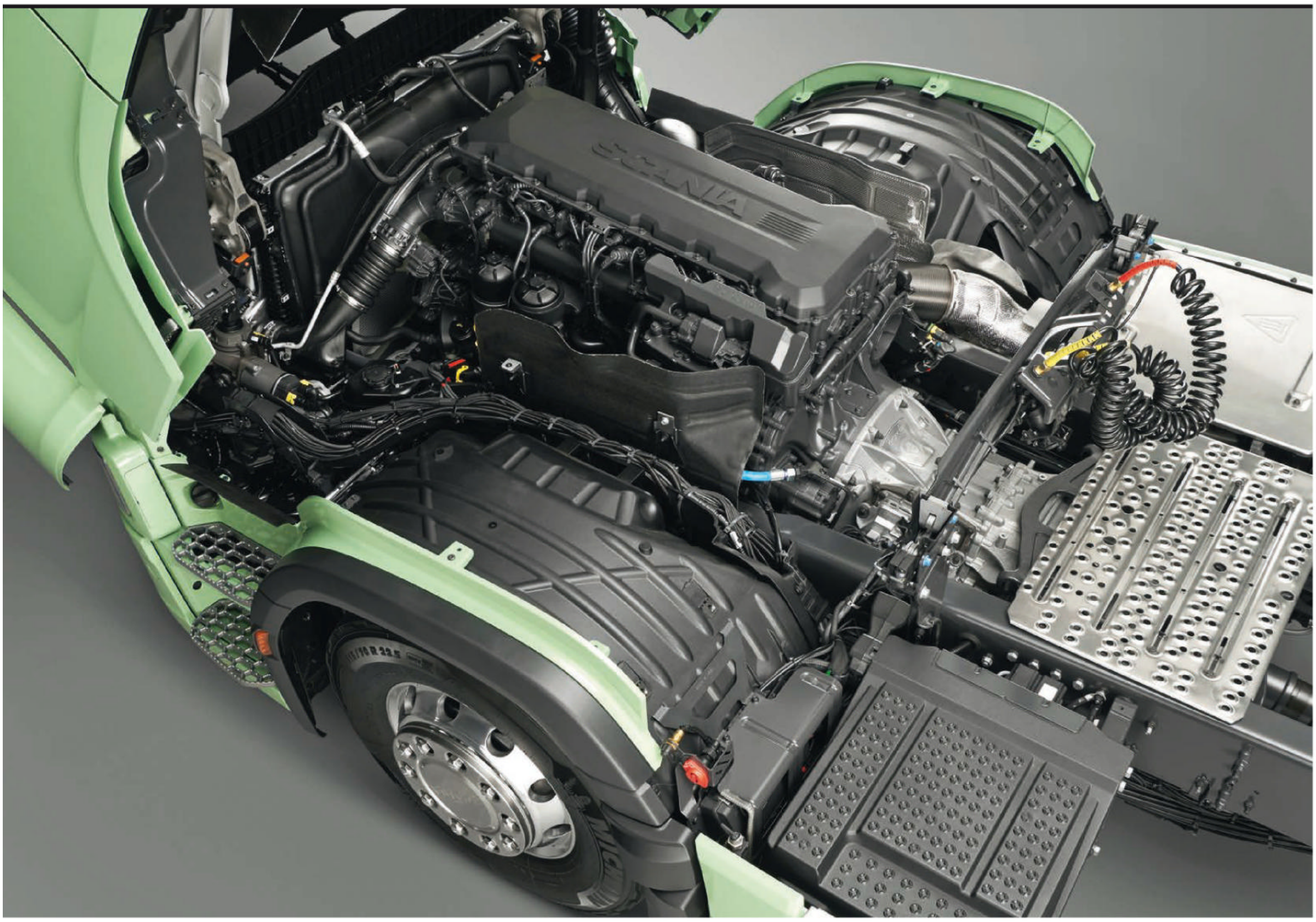
According to Scania insiders, the feedback from customers was extremely positive and as the day had already shown in the R560 and the night would reveal in the R770 between Melbourne and Sydney, the confidence and excitement in the Scania camp are easily understood. Admittedly, temperamental supply lines from Sweden remain an issue but as for the current product portfolio, Scania has never had it so good.

Anyway, this certainly wasn’t our first run in an R770 and typically, the brawn of a 16.4 litre V8 punching out hill-crunching outputs of 566kW (770hp) at 1800rpm and a phenomenal

Top: Short ’n sweet. A morning run in Scania’s R560 delivered far more than expected in such a brief trial

Right: At 60 tonnes on a Melbourne to Sydney jaunt, fuel economy of Scania’s R770 powerhouse was highly respectable at 1.98km/litre (5.6mpg). But a bigger, better bunk was the icing on the cake

Opposite top: Scania’s 13 litre six is new from top to bottom and comes in four ratings – 420, 460, 500 and 560hp – and all are mated to a smarter, slicker gearbox. Scania has spent mega-bucks on the fully redesigned powertrain



SCANIA
R770
XW·87GI

3700Nm (2730lb-ft) of torque, was brazenly untroubled by a gross weight of 60 tonnes, with a weighbridge docket verifying a compliant 6.14 tonnes over the steer axle.

Indeed, even with just 4000km on the clock, it's not too much of an exaggeration to suggest that hills like Woomargama were little more than speed humps while on the climbs of Aeroplane, Wagga and Conroy's Gap, the Scania powerhouse's ability to reel in other runners, even an occasional single trailer, was nothing short of remarkable.

So, too, was fuel economy remarkable for a truck of such potent performance, with the trip computer showing a highly respectable 1.98km/litre (5.6 mpg) for the 830km run from Scania's Campbellfield facility to the Prestons dealership in south-western Sydney.

However, from the moment Scania's flagship rolled out of Campbellfield, it was apparent the synchromesh shifter was well short of the significantly slicker and intuitively smarter standards shown a few hours earlier by the new constant-mesh box. Sure, the Opticruise synchro stirrer has for many years done an honest job but now, and obviously highlighted by stepping so quickly from the old to the new, the difference is stark.

But of course, the reason for the run in the R770 was to sample the bigger bunk and in this respect, the deeper sleeper is an absolute winner. No more moving the seats or sliding the bed forward to maximise bunk space when all you want to do is drive into dreamtime. Instead, just stand up, close the curtains, drop your drawers, pull the doona back, slide in and shut the lids.

Sure, it has been a long time coming but late one night in Marulan among a bunch of linehaulers catching zeds ahead of the early morning run to Sydney, the drawbacks and deficiencies of other nights in other places were lost in the Land of Nod.

All of a sudden Scania has a sleeper considerably better than most in the continental cab-over class. Nonetheless, the bigger cab with the better bunk doesn't come cheap at around $20,000. Then again, if a driver lives in the truck most of the week, is it such a high price?

The answer to that, I guess, depends on what price is placed on sound sleep, for the driver in the bunk and probably, the owner at home in bed.

BJR
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SUPERCARS TEAM SINGING A NEW ANTHEM

Brad Jones Racing (BJR) and Mack Trucks Australia have joined forces to haul BJR's new Gen3 Camaros to the various Repco Supercars Championship events around the country.

Trucks are a crucial part of a Supercars team. From mid-2023 BJR will be calling upon bulldog power to keep the team moving in the form of two custom built Mack Anthem prime movers.

The two Anthems have been built specifically for BJR at Mack Trucks Australia's factory in Wacol, Queensland and will be delivered to the team following the Brisbane Truck Show.

Powered by a 535hp 13 litre MP8 engine and backed by a 13-speed mDrive HD transmission, both Anthems feature an integrated Bendix Wingman Fusion safety system as standard equipment as well as an integrated 36-inch sleeper.

The B-double ready prime movers will be on hand to ensure the BJR Camaros reach throughout the season. Destinations will include racetracks in seven states and territories, including crossing the Nullarbor to reach Perth and up Stuart Highway, through the red centre to Darwin.

"It's great to see the Mack brand taking pride of place on the rear wing of the number 8 and number 14 cars," says Tom Chapman, vice president, Mack Trucks Australia. "The cars look great as do the two new Anthem prime movers."

"And I'm very pleased to see both Mack trucks and BJR work together to keep Supercars moving in what will no doubt be a rewarding and mutually beneficial relationship."

"No one could be happier about this than our two truck drivers, Simon and Paulie. They put in some serious hours on the road and now they get to do it from the drivers' seat of a Mack Anthem - they're over the moon," says Brad Jones, team owner, Brad Jones Racing.

"Partnering with Mack Trucks Australia is a massive boost for our team. Mack is an icon of our highways and having our team travelling around Australia in Australian built machinery is something that is hugely gratifying.

"It'll be a proud moment watching these two pristine trucks pull off the Hume Highway come around the corner to our workshop. I'll stand out the front and greet them."

BJR Truck Drivers Paul Eddy and Simon Odewhan agree. "I'm very excited to be able to get in the Anthem, being able to represent Mack on the road and in the Supercars paddock means a lot," Eddy.

Odewhan also took the opportunity to reflect on a long-term relationship with the brand.

"The Mack brand means a lot to me, it's a return of sorts for me with us getting these Anthems. I've had a lot to do with Mack over the years and I'm stoked to get behind the wheel of one again."

PURE HYDROGEN TRUCK TO LAUNCH IN BRISBANE

Australian company Pure Hydrogen Corporation has announced the launch of the country's first hydrogen fuel cell prime mover, the Taurus.

The actual debut will take place at the Brisbane Truck Show followed by commercial trials with soft drinks giant PepsiCo Australia in Brisbane.

The 220-kilowatt 6x4 prime mover, built by Wisdom Motor at Zhangzhou, Fujian in China, is an Australian-designed vehicle, exclusively available to Pure Hydrogen in Australia. The company says it has state-of-the-art features including a low-voltage power storage system, refuelling point, and luxurious cabin interiors.

Pure Hydrogen Corporation says it has plans for future designs that can handle B-double loads of up to 70 tonnes.

Pure Hydrogen's managing director, Scott Brown, sees the launch of the Taurus as a key step in the company's broader development strategy for hydrogen-powered vehicles in Australia.

"With the first roll-out of the Taurus now complete, we look forward to presenting in Brisbane and pursuing commercial discussions with potential customers."

He added that interest from other parties has been most encouraging.

"A key part of our strategy is to provide hydrogen solutions to potential customers by bringing the devices and the energy needed to power them," Brown says.

The Brisbane Truck Show provides an opportunity for Pure Hydrogen to showcase the potential of hydrogen-powered commercial vehicles, including prime movers, garbage trucks, and cement mixers.

In addition to the Taurus, Pure Hydrogen is developing Australia's first hydrogen-powered garbage truck, set to be delivered by the end of this quarter. The vehicle will be trialled in Queensland by waste collection provider JJ Waste and Recycling.

Pure Hydrogen also owns a 24 per cent stake in H2X Global, which recently secured a $2 million payment in connection with a successful tender to supply hydrogen-powered vehicles to Renova, a major municipal waste company based in Gothenburg, Sweden.

H2X plans to have all vehicles under the Renova deal fully operational by 2025, with the first truck scheduled for delivery in December 2023. H2X is also expected to begin producing fuel cell products in India in 2023 through a joint venture agreement with manufacturing and development company Advik Hi-Tech.

LIGHTS ON WITH NEW BAR RANGE

Narva has announced that it is refining its Ultima LED range with the release of the Ultima LED Mk2, including the introduction of two new light bars – the 8-inch 'Ultima 8' and 24-inch 'Ultima 24'.

Narva says the bars are designed to function both as standalone auxiliary lighting, or in conjunction with Ultima LED MK2 lamps, for truly amazing lighting volume and penetration. An optional joiner bracket kit can also be purchased at an additional cost, allowing multiple bars to be connected and used together to create a 40-inch (2 x 8-inch light bar plus 1x 24 inch light bar) or 48 inch bar (2 x 24-inch light bars).

The Ultima LED Light Bars are said to produce brilliant natural white light (5700 deg. K) and precise beam control through the combination of precision optics in the form of highly polished, super-efficient aluminium metalised reflectors and precisely scalloped parabolas, while also using 9W OSRAM LEDs, which Narva says are among the most powerful on the market.

NARVA
NARVA
NARVA
NARVA

The Ultima 8 is equipped with 15 high-powered LEDs per light bar, delivering a long and wide hybrid beam. A pair of these light bars can provide up to 50m of width at 1 lux, all the way up to 450m, and with a longer distance beam penetration of up to 900m at 1 lux – this is comparable or even better than most 9 inch (pair) driving lights. The Ultima 24 offers even greater performance with 38 high-powered LEDs, providing an amazing ultra-wide flood beam capable of lighting 95m wide at 1 lux, all the way to 500m ahead, with the long distance light continuing up to 750m at 1 lux. The Ultima 24 also features Narva's signature ADR-approved, in-built LED front position light pipe.

Narva the Ultima LED Light Bar range, which is designed, engineered and tested in Australia, is constructed from a super strong, single piece, pressure die-cast aluminium housing that is sealed to IP68 and IP69K with integrated DT connector, providing uncompromised ingress protection, strength and durability.

Additionally, the light bars feature UV-resistant, hard-coated polycarbonate lenses and covers to protect against stone chips and yellowing, ensuring ongoing performance and good looks. Further helping durability is glass-filled nylon brackets that are lightweight and stronger than die-cast brackets, while mounting the lamps is simple via tough stainless-steel hardware.

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NEW HYDROGEN ELECTRIC RANGE UP TO 600KM

Hydrogen Vehicle Systems (HVS), a new UK-based hydrogen vehicle emerging OEM, has announced that its zero-emission hydrogen-electric heavy goods vehicle (HGV) will have a range of up to 370 miles (600km) – depending on load and route – coupled with what it says is an industry-leading refuelling time of just 15 to 20 minutes.

The HGV was revealed at the Commercial Vehicle Show in April in Birmingham, UK.

HVS also showcased its game-changing hydrogen powertrain in the form of a HGV articulated tractor unit, 'Technology Demonstrator', fulfilling the company's objective of being the first indigenous UK-designed and developed hydrogen-electric HGV on the market.

"Thanks to the fresh thinking and ground-up approach, HVS has created an HGV that offers the complete package of game-changing technology and driver ergonomics," HVS CEO Jawad Khursheed says.

"The state-of-the-art fuel cell stack coupled with the best in the industry hydrogen tanks ensures rapid refuelling times and maximises time on the road – delivering unrivalled total cost of ownership to our customers."

The HVS' vehicle powertrain employs a fuel cell system and energy storage system to deploy electricity to an electric motor to transmit power to the wheels. It uses a KERS (Kinetic Energy Recovery System) to recapture energy under braking and while the truck is slowing down.

HVS says the integrated powertrain is controlled by its advanced control system 'SEMAS' which will deliver fuel efficiency and powertrain durability that contributes to achieving a total cost of ownership comparable to that of current diesel-powered offerings in the market.

The fuel cell permits longer range, higher load-carrying capacity, and faster refuelling than would be possible using battery-electric technology alone.

The only emission from the vehicle in operation is water vapour, meaning there are no harmful greenhouse gas emissions of any kind.

It is in the heavy duty long range HGV segment that hydrogen fuel cells claim to offer the greatest advantages. Depending on the payload, route travelled, road conditions and driving style – HVS' HGV is said to have the capacity to cover up to 370 miles (600km).

Hydrogen-powered vehicles don't need charging like a battery-electric vehicle. They are fuelled with hydrogen gas, stored at pressure in hydrogen cylinders. Refuelling takes a much shorter time than charging an equivalent battery vehicle and is comparable to filling a truck with diesel, at around 15-20 minutes to refill the hydrogen tanks.

Much of the initial hydrogen fuelling demand will be undertaken using mobile dispensers located close to demand at existing commercial vehicle gas stations. These mobile dispensers look very similar to conventional petrol and diesel ones, but with an approved hydrogen self-locking safety nozzle.

BATTERY TO LAST AN EV TRUCK'S LIFETIME

Scania and Northvolt have unveiled a jointly developed battery cell for heavy electric vehicles. In validation tests, the lithium-ion cell has demonstrated an outstanding lifetime resulting in the capacity to power trucks for 1.5 million kilometres – equivalent to the truck's whole lifetime.

Produced with fossil-free electricity in northern Sweden, the cell's carbon footprint is approximately one-third that of a comparative industry reference.

In 2017, Scania and Northvolt joined forces to develop and commercialise a world-leading battery cell for heavy commercial vehicles. Now the partnership and its close collaboration have come to fruition as the cell is being produced at Northvolt Ett gigafactory in northern Sweden.

Later this year, Scania will also inaugurate a new battery factory in Södertälje, Sweden, where battery cells will be assembled into battery packs for the start of production of heavy-duty electric trucks.

Scania's CEO Christian Levin says the battery marks a milestone on the path towards a sustainable transport system.

"The future of heavy transport is electric, and to enable the shift and to continue delivering on our brand promise towards customers to be premium, Scania needs top-performing battery cells for our electric trucks.

"As the development of the battery cell started, we targeted high performance, low operating costs and long lifetime. We decided on a requirement for the cell to enable a 1.5 million kilometres long lifetime for a heavy-duty Scania vehicle," Levin says.

"The tests show that this requirement can not only be met, but also exceeded."

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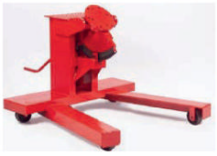

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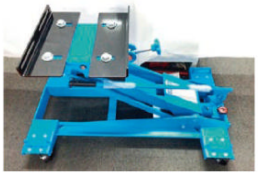

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IVECO ACKNOWLEDGES BEST DEALERS

ABOVE: Winning Iveco dealers, from left: Iveco Sydney dealer principal Daniel Glynn; Newcastle Iveco dealer principal Sean Lynch; STM Trucks & Machinery dealer principal Michael Gerace; Adelaide Iveco general manager Michelle Papalia; and Iveco Trucks Australia managing director Michael May

Iveco Trucks Australia has recognised its highest achieving dealers at a recent awards dinner event in Melbourne, held in conjunction with the internal launch of the company's new heavy-duty S-Way range.

The Dealer of the Year awards take into account performance in several key areas including vehicle sales against retail targets and share of market, part sales, customer service, and maintenance and repair outcomes. The awards are divided into Light along with Medium and Heavy categories, while also distinguishing regional and metropolitan dealerships.

Additionally, an overall Iveco Dealer of the Year winner was also announced; this was an honour bestowed on long standing Iveco dealership STM Trucks & Machinery, led by dealer principal, Michael Gerace.

In the other categories, Dealer of the Year – Light was taken out by Iveco Sydney, who had dealer principal Daniel Glynn accept the award, while Dealer of the Year for the Medium and Heavy category was received by general manager, Michelle Papalia, who accepted the award on behalf of Adelaide Iveco.

Newcastle Iveco rounded out the awards, acknowledged as Dealer of the Year – Regional, an accolade that was received by dealer principal, Sean Lynch.

In summing up the awards, Iveco Trucks Australia managing director, Michael May, says the Dealer of the Year competition was hotly contested by the network, with Iveco customers being the real winners of the program.

"Dealer of the Year is formal recognition of 12 months' hard work and dedication in further elevating the Iveco brand and achieving positive outcomes across all areas of our business," May says.

"By promoting excellence, we're strengthening Iveco's standing as a company that truck and van owners want to associate and engage with, ultimately trusting us to deliver their transport solutions.

"It's not just about having the correct vehicles for the application but backing customers with a suite of support products to make ownership easy and hassle free – it should be a holistic experience.

"I would like to congratulate all our worthy award recipients on their excellent efforts."

The event also recognised several individual awards winners across sales and customer service categories.

CMV EXPANDS INTO WIMMERA

The CMV Group has announced the extension of its Kenworth and DAF Truck footprint into the Western Districts and the Wimmera, acquiring the Horsham-based service and parts workshop of Kirchner Trucks.

The business, which will be rebranded Wimmera Truck Centre, will service the important freight route between Melbourne, Mt Gambier and Adelaide offering parts and service along with fulfilling 24-hour breakdown support.

KENWORTH
DAF
WIMMERA
TRUCK CENTRE
OPENIN
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LEFT: Barry Maney Group director Jonathan Crawford at the new Wimmera Truck Centre

Previously operated by the Kirchner family, the business has supported the Paccar and Cummins brands for the past 30 years as a sub-dealer of the Mt Gambier-based Barry Maney Group (BMG), also owned by the CMV Group.

Barry Maney Group managing director Jonathan Crawford says: "Our investment in Wimmera Truck Centre is a natural progression for our Paccar network and allows us to further support our customer base in the Wimmera and surrounding districts."

"Our investment in the important regional hub of Horsham will assist in extending our Paccar and Cummins representation along key arterial freight routes and builds on our well-established customer bases at CMV Truck Centre (Adelaide), Hallam and Bayswater Truck Centres (Melbourne) and Barry Maney Group in Mount Gambier."

Reflecting on the long-standing relationship with BMG, Crawford thanked the Kirchner family for both their business and personal partnership over many years.

"We look forward to having more direct contact with our customer base in the region and forming new relationships, while also supporting our market leading brands, Kenworth, DAF, PacLease, Hino, Cummins and Paccar Parts," he says.

Tony, Jenny, Leigh and Brad Kircher are currently assisting with the smooth transition of the business, after which Tony and Jenny have chosen to embark on retirement.

"We wish Tony and Jenny health and happiness in their well-earned retirement and look forward to their continued involvement in the local community," Crawford adds.

Wimmera Truck Centre will operate from the same location as the previous business, Kirchner Trucks at 141 Stawell Road, Horsham with an expansion of the business and a local recruitment drive set to commence soon.

Capital improvements are also scheduled to allow the business to expand and increase capacity for vehicle servicing and repairs.

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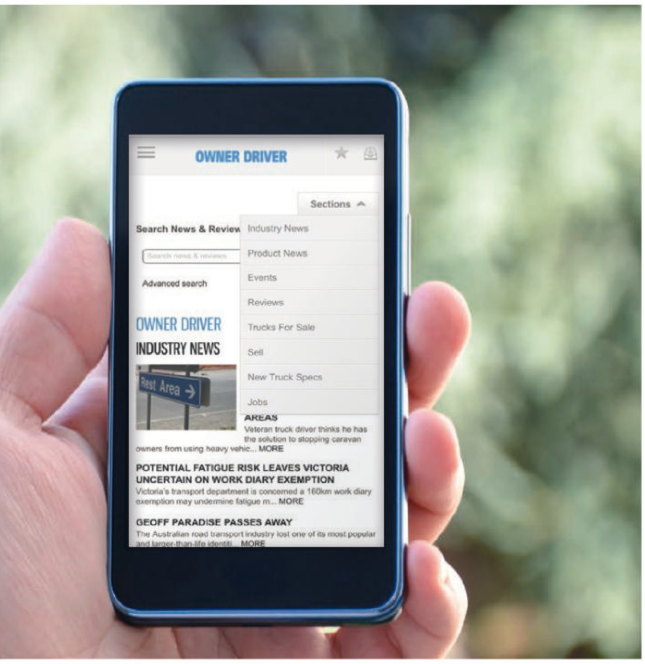

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NO BULL

STERLE DRIVES THE CAUSE

Western Australian Senator Glenn Sterle is returning, temporarily, to his previous employment as a truck driver, partnering with Centurion Transport, Keys – The Moving Solution, ACFS Port Logistics and Bedshed. The end result is collecting goods and secondhand furniture taking up them north up from Perth to the Kimberley to support local businesses, families and indigenous employment and training.

Sterle will be behind the wheel for this venture, which has become a yearly event.

The charity run follows the big floods in Fitzroy Crossing earlier this year, resulting in the loss of 92 homes.

Sterle says over the last few months to the team has collected approximately 300 beds as well as clothing that he will personally deliver to the community in and around Fitzroy Crossing.

"I'm looking forward to seeing my friends at Marra Worra Worra Aboriginal Corporation and Marninwarntikura Women's Resource Centre who will make sure these beds go to where they are needed most," Sterle says.

He admitted, however, that after a day loading the mattresses into the trailers (as the photo explains), he was looking forward to a Radox bath and a few beers.

UNHEALTHY TRUCK STOP FACILITIES

The poor state of amenities in truck stops has reared its head again, this time from Western Australia according to a report from the ABC. And it's the female facilities that are attracting the most criticism.

Truck driver Julie Gooch is reported as saying she would rather go "into the bush than use most facilities".

Gooch told the ABC that the some facilities resemble a pigsty as they're either not cleaned or are run down.

She says in some truck stops there is faeces on the walls.

Well known Pilbara-based truck driver Heather Jones told the ABC that one solution is to give truck drivers access to public toilet facilities. One possible reason for this is that truck stop owners are more interested in pandering to the general public than truck drivers.

Julie Gooch did have some words of praise for the Cranbrook Shire facilities in that they're regularly cleaned and are immaculate.

MACK'S WORLD RECORD LEGO ATTEMPT

Kids and adults alike, especially those with a decent-sized Lego collection, are expected to converge on Brisbane's South Bank Parklands on May 19. It's part of the Australian Heavy Vehicle Industry Week, which also includes the Brisbane Truck Show.

For this mammoth Lego unveiling, the team at Mack Trucks Australia are said to be rolling up their sleeves to build the world's 'largest truck made with Lego bricks' to celebrate 60 years of building trucks in the western corridor of Brisbane.

Ben Craig, 'The Brick Builder', is Mack's expert on the job, using close to a million pieces of Lego to achieve the Guinness World Record build of one of the company's famously loved trucks, the Mack Anthem.

A Mack Anthem is said to take eight days to be built in the company's Wacol factory, while the Lego brick version will take around two months to create at Ben's Burleigh Heads warehouse.

Vice president of Mack Trucks Australia, Tom Chapman, says big kids and little kids love Mack Trucks and building a Lego version on home soil is a fun way to celebrate being Australian made for over six decades.

The Lego brick Mack Anthem will be transported and activated at South Bank Parklands for the Brisbane Truck Show (May 18-21) and Australian Made Week (May 15-21). The activation will encourage community involvement as the final pieces are placed are in preparation for official Guinness World Record adjudication on May 19.

Pictured above are, from left: Brenda Riley (brand manager), Tom Chapman (Mack Trucks Australia vice-president), Ben Craig the brick builder, and Nicole Laspa (regional commercial manager).

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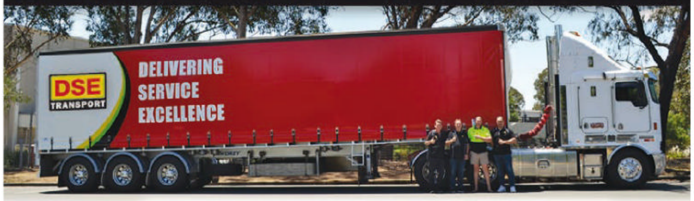

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FOR THE OWNER-DRIVER *Frank Black*

Purely nit-picking

Despite official statements, the revenue hunters remain fixated on irrelevant logbook errors

As owner-drivers we face many challenges in the trucking industry. Not only do we work in the most dangerous profession with drivers being killed every week, but we also have to contend with overzealous police crackdowns which create an additional layer of stress. A focus on driver safety which is linked to wider industry cost cutting pressures should be of far greater focus than minor technicalities or clerical errors, which have no real bearing on whether we're safe on the road or not.

This Easter long weekend I was fined $600 for a simple oversight of not entering the address of where the duplicate pages of my work diary are kept. Normally, when I first purchase a diary, I write in the address straight away, but for some reason I have overlooked it – obviously a clerical error. I cannot see how this has any importance to safety, especially when the officer checking the diary had the original in his/her hand and it's not clear why they need to go look at the duplicate.

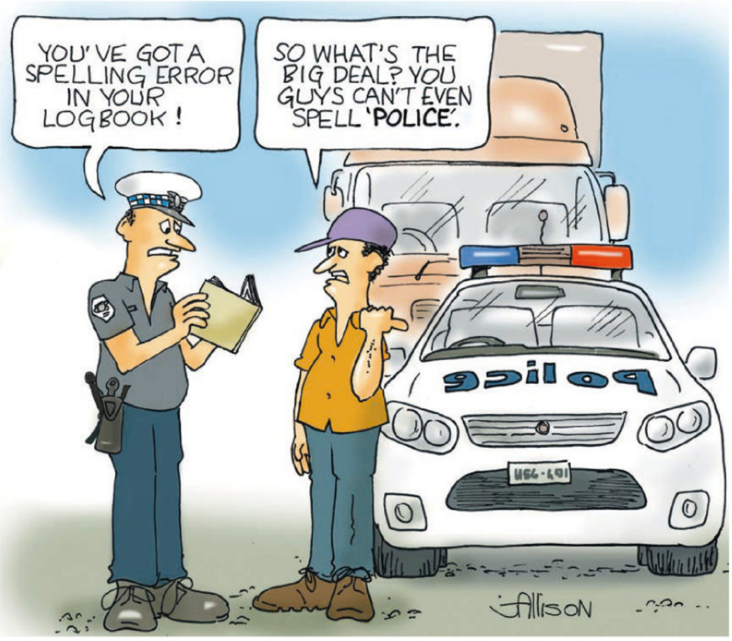
Worrying about minor clerical errors when it comes to checking work diaries should be of least concern. This is not something that's preventing loss of lives on our roads or in the industry. It's an example of bureaucracy gone mad and the police and the National Heavy Vehicle Regulator (NHVR) promise time and time again that nit-picking will not happen. But, as we see, it still continues.

Even when complying with all fatigue rules, load restraint and vehicle safety, it seems there are always ways in which the long arm of the law can reach into your back pocket if you're a truck driver. Of course I understand, as we all do, that processes and procedures that keep truck drivers and others safe are vital to the industry and the community, but things like this are pure revenue hunting.

There needs to be an element of common sense in how heavy vehicle safety is tackled, rather than police and the NHVR finding nit-picking offences to demonstrate how they are cracking down on the sector. This suggests to me that the concerns they claim to have about industry safety are disingenuous and play second fiddle to their need to stamp their authority on the sector.

I can understand that ultimately authorities actually want safer conditions for drivers, but the way to achieve this is not by pushing drivers on the minor details but focusing on the wider causes up the chain.

The list of concerns and personal experiences I hear about when it comes to overbearing policing of drivers seems to be never ending. We constantly all hear the stories of fining drivers for trivial things like misspelling Coffs Harbour, or getting time calculations slightly wrong because of changing time zones. This is mind boggling, not only given the trivial nature of the infractions in themselves, but given all the concerns around safety and fatigue, which should be front of mind.


YOU'VE GOT A SPELLING ERROR IN YOUR LOGBOOK!
SO WHAT'S THE BIG DEAL? YOU GUYS CAN'T EVEN SPELL 'POLICE'.
Allison

DRIVER PRESSURE

These are the things that come to my mind every time there's a news report about a truck rollover or, as has happened recently in Adelaide, a near-miss when a driver who had a medical episode mounted the footpath and narrowly avoided hitting other cars and pedestrians.

It's not just that work diary nit-picking is irritating in its own right (which it is). Driver fatigue and pressures to rush, coming from the top of the supply chain, already push workers to their limits. Those should be what we're focusing on, instead of penalising drivers for misspelling words and minor technicalities.

The time and energy spent on nit-picking should instead be focused on reforming the industry to reduce truck related fatalities and protect the livelihoods of drivers and contractors from major company collapses, like the recent closure of Scott's Refrigerated Transport.

For many of us, the question we're always asking is – will we be next? The next to lose our business, or worse still, our lives? Over the past few years we've lost hundreds of drivers to truck crashes with plenty more injured along the way. If we don't have stories ourselves of horrific crashes or our businesses going under, we know of others who have.

If we're to make this industry safer for everyone, the onus can't be on us for minor mistakes when we're already trying to comply with regulations to the best of our ability. The accountability has to come from the top. This is where the cost cutting and undercutting happens that sets in motion the processes that lead to drivers working longer hours and getting tired behind wheel, leading to major safety concerns. This is what we should be honing in on, not tiny mistakes that have no real bearing on safety.

This is why we need a seat at the table and to be able to collectively use our voices to help shape and mould the industry. By focusing on what really matters in terms of safety, job security and protection, rather than over-perfect driver compliance, we can help make the industry safer and fairer for owner-drivers and reduce deaths as well as protecting jobs. The Federal Government has committed to that.

We all need to step up and make ourselves heard: safety won't happen from the NHVR and police nit-picking on offences. We need proper reform that gives us a seat at the table and puts the accountability at the top of the supply chain.

FRANK BLACK has been a long distance owner-driver for more than 30 years. He is a former long-term owner-driver representative on the ATA Council.

> "It's an example of bureaucracy gone mad."

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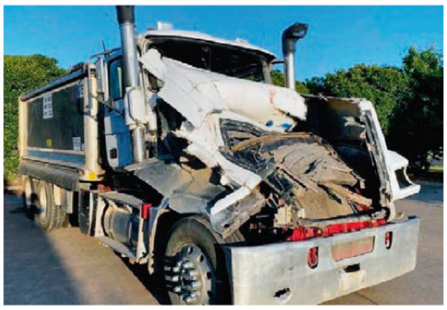
STERLING AT 9500 2003, DETROIT BK 12.7 L ENGINE, AUTO GEARBOX, RT46-160 DIFFS ON AIRLINER SUSPENSION, CAB PARTS, HYDRAULICS, ALUMINIUM TIPPER BODY. WRECKING. W2545. TA1170119. **POA**

FORD HN80 LOUISVILLE 1997, CUMMINS N14-525HP,18 SPEED GEARBOX, MERITOR RT46-160 DIFFS ON HAS, ALUMINIUM BULLBAR, HYDRAULICS,TUBELESS RIMS.WRECKING. W2536. TA1149026. **POA**

VOLVO FH12 1 2001, D12C ENGINE, VT2514 GEARBOX, EV87 DIFFS, HYDRAULICS, CAB PARTS, ALCOAS, ALUMINIUM BULLBAR. WRECKING. W2543. TA1170113. **POA**



MACK TRIDENT 2013, MACK MP8-500 HP ENGINE, M DRIVE TRANSMISSION, MERITOR RT46-160 DIFFS ON HENDRICKSON SUSPENSION, CAB PARTS, HYDRAULICS, ALUMINIUM TIPPER BODY.WRECKING. W2547. TA1170122. **POA**

FREIGHTLINER FL112 BUSINESS CLASS 1997, CUMMINS M11 ENGINE, 13 SPEED GEARBOX, RT40-145 DIFFS ON AIRLINER SUSPENSION, CAB PARTS, STEEL TIPPING BODY, HYDRAULICS. WRECKING. W2546. TA1170120. **POA**

MACK QUANTUM 2001, PRIME MOVER,E-TECH 470, 18 SPEED GEARBOX,MERITOR RT46-160 DIFFS ON HAS, ALCOAS, CAB PARTS.WRECKING W2534. w2534. TA1144024. **POA**

FREIGHTLINER ARGOSY 2013, DETROIT DD15 ENGINE, RTLO20918B GEARBOX,MERITOR RT46-160 DIFFS ON AIRLINER SUSPENSION,ALUMINUM FUPS BULLBAR, CAB PARTS.WRECKING. W2540. TA1158892. **POA**

MAN TGA26-480 2007, MAN 480HP ENGINE, ZF AUTO GEARBOX, AIRBAG SUSPENSION, CAB PARTS, BULLBAR. WRECKING. W2544. TA1170116. **POA**

FREIGHTLINER ARGOSY 2010, Detroit 14L EGR engine, RTLO20918AS3 gearbox, Meritor RT46-160 diffs on airliner, cab parts, fuel tanks, alcoas.Wrecking. W2527. TA1137354. **POA**

KENWORTH T408 2008, Cummins EGR engine, RTLO20918B gearbox, Spicer RT46-170 diffs on airglide 460, cab parts,fuel tanks, alcoas. Wrecking. W2528. TA1137355. **POA**

FREIGHTLINER ARGOSY 2007, CUMMINS GEN 2 ENGINE, RTLO20918B GEARBOX, MERITOR RT46-160 DIFFS ON AIRLINER SUSPENSION, CAB PARTS.WRECKING. W2542. TA1158894. **POA**

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